U.S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: TOPOGRAPHIC
Field No.: Ph-5(14) Office No.: T-8719

LOCALITY
State: NORTH CAROLINA
General locality: NEUSE RIVER
Locality: POLLOCKSVILLE

1948

CHIEF OF PARTY
R.J. Sipe, Chief of Field Party.
R.A. Gilmore, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE: June 10, 1953
DATA RECORD
T- 8719

Quadrangle (II): Project No. (II): Ph-5(45)


Compilation Office: Tampa, Fla. Chief of Party: Ross A. Gilmore

Instructions dated (II III): Undated Copy filed in Descriptive
Report-No.-T- Report (VI)
Division of Photogrammetry

Completed survey received in office: 12-17-48

Reported to Nautical Chart Section: 12-28-48

Reviewed: 20 Nov 1957 Applied to chart No. Date:

Redrafting Completed:

Registered: 7 Jan 1953 Published:

Compilation Scale: 1: 20,000 Published Scale: 1: 24,000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L.

Reference Station (III): C of E. MON. 59, 1943

Lat.: 35° 00' 32.951" (1015.4m) Long.: 77° 13' 10.123" (256.7m) Adjusted

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)
### PHOTOS (III)

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<th>Number</th>
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<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<td>1:20,000</td>
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<tr>
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<td>&quot;</td>
<td>1223</td>
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<td>&quot;</td>
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<td>15982, 15983</td>
<td>1454, 1500</td>
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<tr>
<td>Mean Range:</td>
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<td></td>
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<tr>
<td>Spring Range:</td>
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<td></td>
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</tbody>
</table>

- Camera: (Kind or source) U.S. C. & G.S. 9-lens 8 1/2" Focal Length.

- Field Inspection by: M. F. Kirk Oct. 13, 1947 to date: Apr. 1, 1948
  
  - E. T. Jenkins date: Mar. 1950
  - B. T. Hyson Mar. 1951
  - J. R. Smith

- Field Edit by: C. A. Nadin date: Mar. 1950
  
  - James E. Hambly Mar. 1951

- Date of Mean High-Water Line Location (III): Oct. 20, 1947 to be taken as date of photography (1946)

- Projection and Grids ruled by (III) H.R. (Wash. O.) date: Oct. 20, 1947

  - " " " checked by: T. L. J. Oct. 20, 1947

- Control plotted by: R. A. Reece date: Dec. 12, 1947

- Control checked by: I. I. Saperstein date: Dec. 18, 1947

- Radial Plot by: M. H. Slavney date: Aug. 24, 1948

- Detailed by: I. I. Saperstein date: Oct. 1948

- Reviewed in compilation office by: J. A. Giles date: Nov. 1948

- Map Manuscript checked by: J. A. Giles date: Nov. 1948
STATISTICS (III)

Land Area (Sq. Statute Miles): 61.4

Shoreline (More than 200 meters to opposite shore): 1.1 miles

Shoreline (Less than 200 meters to opposite shore): 18.8 miles

Number of Recoverable Topographic Stations established: 1

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 46.2

Roman numerals 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:
Summary to Accompany Topographic Map T-8719

Topographic map T-8719 is one of 37 similar maps of project Ph-5(45) and is the most westerly map of the project. It covers a portion of Trent River and land area adjacent and includes the town of Pollocksville.

Project Ph-5(45) is a graphic compilation project. Field operations preceding compilation included complete field inspection, the recovery and identification of horizontal control and the delineation of contours on the photographs by plan-table methods.

The map was compiled at a scale of 1:20,000 and covers $7\frac{1}{2}'$ in latitude by $7\frac{3}{4}'$ in longitude. The entire map was field edited. This phase of the work is discussed in a Field Edit Report and a Field Edit Supplement Report because the work was completed at different times by more than one party.

This map will be published by the Geological Survey as a standard topographic quadrangle. Items registered under T-8719 will include a cloth-mounted lithographic print of the map manuscript at a scale of 1:20,000, a cloth-mounted color print at a scale of 1:24,000 and the descriptive report.
FIELD INSPECTION REPORT
Quadrangle T-3719
(35°00'00"/77°00'07'45"/7.5)
Project Ph-515
Riley J. Sipe, Chief of Party

The field work for this quadrangle was done in accordance with the Director's Instructions, Project Ph-515, Field undated; and Supplement 1 to the above, dated 11 December 1946, and other instructions as noted herein. The field work was accomplished by the following personnel:

<table>
<thead>
<tr>
<th>Name &amp; Title</th>
<th>Field Work</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>M. F. Kirk</td>
<td>Recovery &amp; Contours</td>
<td>10/13/47</td>
</tr>
<tr>
<td>Topographic Engineer</td>
<td>Interior Inspection</td>
<td>1/16/48</td>
</tr>
<tr>
<td>R. T. Jenkins</td>
<td>Contours</td>
<td>11/17/47</td>
</tr>
<tr>
<td>Engineering Aid</td>
<td>Interior Inspection</td>
<td></td>
</tr>
<tr>
<td>B. Thomas Hynson</td>
<td>Contours</td>
<td>2/16/48</td>
</tr>
<tr>
<td>Photogrammist</td>
<td>Interior Inspection</td>
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</tr>
<tr>
<td>John R. Smith</td>
<td>Contours</td>
<td>4/1/48</td>
</tr>
<tr>
<td>Engineering Aid</td>
<td>Interior Inspection</td>
<td></td>
</tr>
</tbody>
</table>

1. DESCRIPTION OF THE AREA

This quadrangle is located within Craven and Jones Counties, North Carolina. The entire area is rural.

There are two small villages in the quadrangle, Rhems and Pollocksville. Pollocksville, the larger of the two, is located in the southwestern corner of the quadrangle, and is the location of a large mill. U. S. Route #17 passes through the village.

Rhems is located near the central section of the quadrangle.

The quadrangle is well served by paved highways. U. S. Route #17 traverses the quadrangle in the southerly direction. This route is a heavily traveled main road between northern states and winter resort areas of the south.

The secondary road system is very good. However, very few of these roads are paved, most being natural surface county roads.

In addition to the highway system, the New Bern branch of the Atlantic Coast Line Railroad extending from Wilmington, North Carolina to New Bern, North Carolina crosses this quadrangle. This branch line
serves the railroad freight wants of the entire section. There is no passenger service afforded.

The Trent River flows through the quadrangle from the west to the east. This stream, several years ago before the advent of good roads, furnished steamboat transportation for the entire area. It drains 75% of the area of the quadrangle.

2. Completeness of Field Inspection

Interior field inspection of the quadrangle was done at the time of contouring. Due to the fact that three individuals contoured the quadrangle, field inspection was checked and revised where necessary upon completion of the contouring. Field inspection is believed to be complete and adequate.

3. Interpretation of the Photographs

Little difficulty in interpretation of the photographs was encountered. However, print quality made interior field inspection difficult at times. See Items 3 of Field Edit Report

4. Horizontal Control

All horizontal control stations within the limits of this quadrangle and control stations adjacent to the quadrangle, necessary for control of the radial plot, were searched for or recovered. For radial plot control, horizontal control stations were identified as requested by the Washington Office. The existing control within the limits of this quadrangle was established by the Corp of Engineers, U.S. Army. These stations were all traverse stations and originally established in pairs to furnish an azimuth point for future use. Upon recovery of several of these stations, it was necessary to observe sun azimuths because of destruction of the second traverse station. These sun azimuths were observed in accordance with Photogrammetry Instructions No. 19, dated 2 January 1948.

5. Vertical Control

All existing bench marks were recovered and identified on the photographs.

To furnish supplemental control for contouring, 46.2 miles of fly levels were run. There are no large closing errors in any of these fly level lines.
6. CONTOURS AND DRAINAGE

Contouring was done on 1:20,000 scale, 9-lens photographs by
planetary methods. Heavily wooded and swampy areas made contouring
difficult in many parts of the quadrangle. The stereoscope was used
where possible to give better topographic expression to the contours
and to aid in delineation of the drainage.

The Trent River, as stated previously, drains approximately 75%
of the quadrangle. The remaining 25% is drained by the Neuse River.
The drainage divide is a flat area in elevation from 30 to 50 feet,
extending across the quadrangle east and west approximately 2/3 of
the way from the southern limits of the quadrangle to the northern
limits. This area is relatively flat and during rainy season it is
swampy. However, during dry season, the swamp recedes from the
higher ground.

The highest elevation in this quadrangle is located in the NW
corner. Elevations range from mean sea level to 51 feet.

7. MEAN HIGH WATER LINE

There is no perceptible periodic tide in the Trent River. All
changes in water level are caused by wind. Mean high water line
should be compiled as that of date of photography.

The mean high water line was located in sections obscured
by overhanging trees by planetary methods.

8. LOW WATER LINE

No attempt was made to determine or delineate the mean low water
line, as there is no perceptible periodic tide. The mean low water line
is synonymous with the mean high water line, for mapping purposes.

9. WHARVES AND SHORELINE STRUCTURES

Wharves and shoreline structures existing at the time of photography
are adequately covered by the photographs. The field editor should
investigate the entire area, for construction since time of shoreline
inspection. See item 9 of Field Edit Report

10. DETAILS OFFSHORE FROM THE HIGH WATER LINE

Adequately covered by the photographs. See item 32, Compilation Report

11. LANDMARKS AND AIDS TO NAVIGATION

There are no landmarks or aids to navigation within the limits
of this quadrangle. See item 31, Compilation Report and
item 11, Field Edit Report
12. HYDROGRAPHIC CONTROL

No supplemental control was established because of heavily wooded shoreline creating great difficulty in identifying points.

13. LANDING FIELDS AND AERONAUTICAL AIDS

Oak Grove Airbase, an auxiliary landing field of Marine Corps Air Station, Cherry Point, N. C., is located approximately 2 1/2 miles north of Pollocksville. According to local information the buildings are now being sold and in all probability the property will soon be under private ownership. The disposition of this air field is left for the field editor to determine.

A steel tower with a revolving light on its top, located at Oak Grove Airbase, has been identified on the photographs. The light is no longer in operation.

See item 13, Field Edit Report

14. ROADS

All roads were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947, and the amendment thereto dated 24 October 1947. See item 19, Field Edit Report

15. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineer's List of Bridges Over Navigable Waters in the U. S. "C, dated 1 July 1941 was verified in the field. All clearances were carefully measured with a steel tape, and the published descriptions and clearances were found to be correct except for the discrepancies reported to the Local District Engineer as shown in the attached letter.

16. BUILDINGS AND STRUCTURES

All buildings and structures which are not to be mapped were deleted during field inspection. Buildings constructed since photography were located by (1) planetable, (2) measurements from identifiable features. See item 16, Field Edit Report

17. BOUNDARY MONUMENTS AND LINES

See special report on Boundaries for Project Ph-5(45) by Mr. A. J. Wright, Topographic Engineer which was forwarded to the Washington Office on 20 October 1947. See item 37

18. GEOGRAPHIC NAMES

See special report on geographic names for Project Ph-5(45) by
Mr. A. J. Wraight, Topographic Engineer which was forwarded to the Washington Office on 13 October 1947. Filed in Geographic Names Section, Div. of Charts.

Submitted:
30 June 1948

J. R. Smith
Engineering Aid

Approved:
30 June 1948

Riley J. Site
Chief of Party
<table>
<thead>
<tr>
<th>Page</th>
<th>Miles above Mouth</th>
<th>Nearest Town</th>
<th>Owner</th>
<th>Horiz. Clearances</th>
<th>Vertical Clearances</th>
</tr>
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<tbody>
<tr>
<td>472</td>
<td>18</td>
<td>Pollocksville, N.C.</td>
<td>A.C.L.R.R. Co.</td>
<td>40.5' - 42.9'</td>
<td>1.4'MW 2.6'MHW</td>
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<td>472</td>
<td>18.1</td>
<td>Pollocksville, N.C.</td>
<td>N.C. State Highway &amp; P.W.C.</td>
<td>40' 34.3' 38.1' 40.4'</td>
<td>3.1'MW 6.7'MHW</td>
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</tbody>
</table>
RADIAL PLOT REPORT

This report is entitled "Report on Main Radial Plot No. 7, Project Ph-5(45)C" and covers maps T-8719 to T-8724 inclusive. It is filed under project data for Project Ph-5(45) in the Division of Photogrammetry.
<table>
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</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 FORWARD (BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
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<td>C of E. MON #59 1943</td>
<td>C of E. 437 1927</td>
<td>N.A.</td>
<td>35° 00' 32.951&quot;</td>
<td>1015.4 (833.5)</td>
<td>77 13 10.123</td>
<td>256.7 (1264.6)</td>
<td>963.9 (885.1)</td>
<td>373.7 (1146.7)</td>
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<td>C of E. MON #69 1941</td>
<td>C of E. 439</td>
<td>35 03 31.279</td>
<td>77 12 14.747</td>
<td>1983.4 (465.6)</td>
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*Station used in main radial plot but falls outside of quadrangle limits.
26 & 27. CONTROL AND RADIAL PLOT:

A special Radial Plot Report was submitted to the Washington Office by M.M. Slavney, Photogrammetric Engr. on November 12, 1948, filed under project data in Div. of Photogrammetry.

28. DELINEATION:

The photographs were badly tilted and of poor scale, making it necessary to cut in a large number of detail points. Many of the contours were delineated by the projector method.

Field inspection was adequate except for some contouring left incomplete. See Item 29, Field Edit Report.

29. SUPPLEMENTAL DATA:

No supplemental data was submitted with this quadrangle.

30. MEAN HIGH-WATER LINE:

The mean high-water line on the Trent River is along the edge of vegetation. There is no periodic tide in the Trent River. See Item 7.

31. LOW WATER AND SHOAL LINES:

Not applicable. (See Field Inspection Report, item 8).

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

There appear to be two railroad bridge abutments of an abandoned tram road at Latitude 35° 01', Longitude 77° 13.6'. See Item 32, Field Edit Report.

33. WHARVES AND SHORELINE STRUCTURES:

There is only one pier within the limits of this quadrangle. See Item 33, Field Edit Report.

34. LANDMARKS AND AIDS TO NAVIGATION:

There are no landmarks within the limits of this quadrangle.

Item No. 11 of the Field Inspection Report is partially in error since there is one fixed aid to navigation, Trent River Daybeacon 18 in the east central part of the quadrangle. See Item 11, Field Edit Report.
35. HYDROGRAPHIC CONTROL:

Not applicable.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields in this quadrangle. The air base mentioned in item 13 of the Field Inspection Report falls immediately west of the limits of the quadrangle which is also the western limits of project.

The aeronautical aid mentioned in item 13 of the Field Inspection Report was cut in radially, and form 524 submitted even though it fell outside the western limits of the quadrangle and project.

*Filed under T-8719, Div. of Photogrammetry. See item 13, Field Edit Report

37. BOUNDARY MONUMENTS AND LINES:

Boundary lines were delineated on the manuscript according to maps and legal descriptions submitted by the field party.

The exact direction of the Craven-Jones county line from Deep Gully northwestwardly could not be determined from the information submitted since the only identifiable point given fell too far outside of the project limits.

The line was taken from the U.S. Geological Survey "New Bern" quadrangle but is not believed to be shown correctly since the stream "Deep Gully" does not have the same geographic position on the map manuscript as it does on the Geological Survey quadrangle.

38. GEOGRAPHIC NAMES:

All geographic names were shown on the map manuscript according to the geographic name sheet furnished by the Washington Office.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:


The only features in agreement are the Trent River, the railroad, and the main roads. Many of the swamp areas have been drained by ditches.
Many of the old roads are now gone and others have been added. Parts of the main roads have been improved by elimination of sharp curves.

Mill Creek, near Pollocksville is shown on the U. S. G. S. map as nearly a straight stream. Actually it is a very crooked, meandering stream.

Nearly all contours are not in agreement. See item 43.

The U.S. G.S. map is obsolete and should be superseded by the present compilation.

45. COMPARISON WITH NAUTICAL CHARTS:

There are no nautical charts in the area of the quadrangle.

Respectfully submitted,

Irving I. Saperstein

Approved and Forwarded:

Ross A. Gilmore,
Chief of Party.
FIELD EDIT REPORT
Quadrangle T-8719
35°00.0' / 77°07.5' / 7.5'
Project Ph-5 (45)

Harry F. Garber, Chief of Party

The field edit of the quadrangle was accomplished intermittently during the period from 26 January to 20 March, 1950 by Cecil A. Navin, Topographic Engineer. All work was performed in accordance with Field Edit Instructions, dated August, 1945; Supplement 1, dated 4 February 1946; and Topographic Manual - Part II, dated June 1949.

Also see Supplemental Field Edit Report, which follows.

51. METHODS

All features were checked. Minor corrections were made by inspection, and major corrections were accomplished by planetable methods either on the photographs or the field edit sheet. All corrections made on photographs have been cross-referenced to the field edit sheet.

TRENCH RIVER DAYBEACON No. 18 was relocated by planetable cuts.

A majority of the swamp areas were visually inspected, and planetable checks made regarding the limits of a representative number of the areas.

A legend describing the colored inks used is shown on both field edit sheet and field photographs.

The field edit information* is shown on one (1) field edit sheet, one (1) discrepancy print (compilation office), one (1) geographic name print, and six (6) nine-lens photographs - Numbers 15948, 15949, 15950, 15974, 15975, and 15976.

*Filed in Div. of Photogrammetry.

Discrepancies not settled on the field edit sheet are discussed in the body of this report.

52. ADEQUACY OF COMPILATION

The compilation of detail is considered adequate, however due to the scale factor of the photographs the horizontal placement of some features is in error. A representative area being 35°00.5' / 77°14.0'.

See item 52, Supplemental F.E. Report
53. Map Accuracy

Also item 52, Supplemental F.E. Report

Over the majority of the quadrangle the horizontal accuracy appears adequate. However, the exaggeration of contours adjacent to and including swamp areas has caused errors in contour placement exceeding allowable limits. All noticeably deficient areas have been corrected and it is believed that the map manuscript copy will now comply with the National Map Accuracy requirements.

Two (2) vertical accuracy tests were made. The lines began and closed on fly level points with negligible vertical and horizontal closures. The elevations as determined during the tests are shown on the field edit sheet:

(1) Accuracy test No.1 at 35°04.5'/77°09.5' gave the following results:

Of 16 points on various actual contours shown on map copy:
31% were in error approx. one (1) contour interval.
19% were in error approx. one-half(1/2) contour interval.
28% were in error less than one-half(1/2) contour interval.
25% showed no error.

(2) Accuracy test No.2 at 35°00.5'/77°14.0' gave the following results:

Of 25 points on various actual contours shown on map copy:
4% were in error approx. three(3) contour intervals.
4% were in error approx. two (2) contour intervals.
24% were in error approx. (omitted during field work)
16% were in error approx. one (1) contour interval.
20% were in error approx. one-half(1/2) contour interval.
20% were in error less than one-half(1/2) contour interval.
12% showed no error.

Contour corrections were made in the above areas during field edit.

54. Recommendations

It is recommended that during field inspection an actual delineation be made of all buildings to be shown. The majority of buildings added during field edit were intact at the time of field inspection but not clearly visible on the photographs.

55. Examination of the proof copy

The proof copy may be submitted to either Mr. J.R. Burt, Box 730, Trenton, N.C. or to Mr. A.R. Bell, Dunn Building, New Bern, N.C. for examination and comment.
NOTE: The following items are numbered according to Field Inspection Report for the quadrangle, which was written prior to receipt of Topographic Manual, Part II, dated June 1949.

3. INTERPRETATION OF PHOTOGRAPHS

The poor tone quality and poor scale factor of the photographs, in many places, made orientation and interpretation of physical and cultural features extremely difficult. The dark tint of the photographs made it difficult to delineate the limits of vegetation and swamp areas. It was often necessary to define these limits by planable methods.

6. CONTOURS AND DRAINAGE

Many contours as shown on the field photographs were too general, and were drawn in an exaggerated manner. Much additional drainage visible on photographs, could have been delineated and would have aided in better contour expression. Most of this drainage was shown during Field Edit on the field edit sheet or photographs.

9. WHARVES AND SHORELINE STRUCTURES

A few shoreline structures built since date of photography have been shown on field edit sheet or added on the photographs.

11. LANDMARKS AND AIDS TO NAVIGATION

TRENT RIVER DAYBEACON No. 18 was relocated on the field edit sheet, as the position on the map manuscript was too far to the eastward.

13. LANDING FIELDS AND AERONAUTICAL AIDS

Oak Grove Airbase, 2\frac{1}{2} miles NW of Pellacksville, has been dismantled. The boundary of the base has been shown on photograph 15976.

Although the base is still owned by the government, it has been leased for farming and grazing purposes. The runways are to remain intact.

The revolving beacon and steel tower, mentioned in the field inspector's report, have been removed, and forms 524 and 567 are submitted.

A lookout tower in the southeast portion of the quadrangle should be charted as an aeronautical landmark, and forms 524 and 567 are submitted.

14. ROADS

All roads were inspected during field edit and many reclassified in accordance with paragraph 5441 - Part II of the Topographic Manual, dated June 1949.
16. BUILDINGS AND STRUCTURES

Numerous buildings were added during field edit. Poor photographic tone made identification doubtful for the compiler.

17. BOUNDARY MONUMENTS AND LINES

The Jones County-Craven County Line has not been surveyed in its entirety, and no monuments have been set.

Local interrogation, investigation of tax records, and consultation with county surveyors determined the position of the county line as shown during field edit on photograph 15948.

18. GEOGRAPHIC NAMES

Numerous deletions, and additions were made on the Geographic Names Sheet. Many of the names shown were apparently in use in the early 1900's, see old USGS quadrangle. However, recent investigation found no knowledge of these names. All names shown were thoroughly investigated in accordance with Field Edit Instructions, dated 1945.

The community name "WHITFORD" at 35°-02.6'/77°-08.2' was deleted. There has been no community in this area since 1910.

The name "DEBRUHLS" at 35°-04.3'/77°-11.0' was deleted and replaced by "RHEMS". During construction of the railroad, the flagstop at Debruhls was renamed Rhems, as which the community has been known since the early 1900's. There is no community now known as Debruhls.

NOTE: The following items refer to Compilation Report.

28. DELINEATION

All contours have been completed.

32. DETAILS OFFSHORE FROM HIGHWATER LINE

Features of old bridge at 35°-01.0'/77°-13.6' have been clarified on field edit sheet.

33. WHARVES AND SHORELINE STRUCTURES

One pier and one boathouse were added during field edit.

34. LANDMARKS AND AIDS TO NAVIGATION

See item 11 this report.

36. LANDING FIELDS AND AERONAUTICAL AIDS

See item 13 this report.
37. BOUNDARY MONUMENTS AND LINES

See item 17 this report.

Submitted:
22 March 1950

Cecil A. Havim
Topographic Engineer

Approved:

Harry T. Garber
Chief of Party
SUPPLEMENTAL
FIELD EDIT REPORT
Project Ph-5(48)
Quadrangle T-8719

51. METHODS

The field edit revision of this quadrangle was limited to the checking of the accuracy and expressions of contours in five areas scattered throughout the central and south portions.

Corrections and additions were made by standard surveying methods in conjunction with visual inspection.

Corrections and additions have been noted on the field edit sheet and three overlay sheets. All deletions have been noted on the field edit sheet. All work shown on the overlay sheets is properly referenced on the discrepancy print and field edit sheet.

The reviewer's questions are answered on the field edit sheet, overlay sheets, vertical accuracy test report, and in this report.

A legend appears on the field edit sheet which is self-explanatory.

The actual field work was accomplished in eight days in March, 1951.

52. ADEQUACY OF COMPILATION

The map compilation is adequate and will be complete after field edit data has been applied.

53. MAP ACCURACY

In general, the horizontal accuracy of the map detail is relatively good. However, in the five areas that the contours were examined and corrected, it is felt that the contours were too generalized. The side ravines or valleys were not developed sufficiently, so that the contours lacked topographic expression. In one area, a particularly tortuous stream was delineated as comparatively straight.

From the results obtained in the resurveyed areas, it may be assumed that there are other ravines, especially in the wooded areas, where the contours are too generalized. In most cases, the main ravines are slashed with numerous small side gullies which gives the terrain a rugged appearance. The smooth sweeping curves of many of the contours depicting the ravines do not indicate this ruggedness.

See Item 67
4. Discrepancies ranging from one to three feet were found in spot elevations between those on field print number 15974 and those established by the field editor near lat. 35°-01’-35” long. 77°-08’-30”, and lat. 35°-01’ long. 77°-07’-45”.

A total of 2.3 square miles of contouring was checked and corrected in the five areas noted on the field edit sheet.

One vertical accuracy test was made and the results are as follows:

Seventeen points on contours were tested and 30% were in error by 1 foot or less; 12% in error by one foot to 1/2 contour interval; 29% in error by 1/2 to 1 full contour interval; and 29% in error over 1 contour interval.

The actual test started at lat. 35°-01’-40” long. 77°-07’-45” running south along an old trail to lat. 35°-01’ thence west along the 35°-01’ parallel to the intersection of the stream as indicated on the F.E.S.

54. RECOMMENDATIONS

It is recommended that in future topographic surveying of terrain similar to that in Projects Ph-5(45) and Ph-20(47), all streams, drains, and swamp of considerable size be cross-sectioned at intervals of not less than two thousand feet, in order to provide sufficient vertical control for delineating these features.

55. EXAMINATION OF PROOF COPY

It is believed that Mr. A. H. Bell, Craven County Surveyor, Dunn Building, New Bern, North Carolina, is best qualified to examine a proof copy of this work.

56. INTERPRETATION OF THE PHOTOGRAPHIC DETAIL

Ref. to item 3 – Field Inspection Report.

It was impossible, even with the use of the stereoscope, to delineate any of the streams or drains that were covered by this revision survey, due to overhanging vegetation.

28 March 1951
Submitted by:

James E. Hundley
Cartographer

4 April 1951
Approved by:

Harry F. Gerber
Chief of Party
VERTICAL ACCURACY TEST
Quadrangle T-8719
Project Ph-5(45)

This is a report of the results of the vertical accuracy of contours tested in the extreme southeastern corner of this quadrangle.

A total of 3.0 lineal miles was traversed by planetable to test 17 points on contours. This planetable traverse originated and terminated at a fly level point previously established at the intersection of a road and trail to the north. The horizontal closure was 90 ft., but, this error of closure is believed to be due to more than just one factor; such as: (1) paper distortion, (2) short distances between traverse points, (3) possibility of slight errors in orienting the planetable board. The error of vertical closure was 0.4 foot. No adjustments were made in view of the fact that the traverse was quite extensive and numerous points were involved.

The results of the test are as follows:

30% were in error by 1 ft. or less;
12% " " " 1 ft. to 1/2 contour interval;
29% " " " 1/2 to 1 contour interval; and
29% " " " Over 1 contour interval.

28 March 1951
Submitted by:

James E. Hundley
Cartographer

4 April 1951
Approved by:

Harry F. Garber
Chief of Party
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

Box 271, Edenton, N.C.  

January 19, 1951

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

Subject: Revision Contouring on T-8719, Ph-5

In accordance with verbal instructions, additional revision contouring was done on T-8719 along the draws making cut from Trent River. This work was accomplished between 1 May and 15 June, 1951 by Mr. Elgan T. Jenkins and two rodmen.

Part of the work was done on the field edit sheet, pending the arrival of the photographs, and the remainder done directly on the photographs. Previous spot elevations were utilized where the original pictures were available, and new spot elevations obtained elsewhere.

It is believed that this revision work, together with that accomplished by Mr. Hundley in the spring will bring the sheet up to the required accuracy.

Harry F. Garber  
Comdr., USCGS  
Chief of Party
X I recommend that the following objects which have not 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:

Irving L. Saperstein
Tampa Photogrammetric Office

Riley J. Sipe

Chief of Party.

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<tr>
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<td>77 07</td>
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<td>CHARTS AFFECTED</td>
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Superseded:

2/7/55
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 Irving I. Saperstein

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<td>Trent River, Red slatted daymark on pile</td>
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<td>35 04</td>
<td>77 07</td>
<td>1262</td>
<td>N.A. Planetable</td>
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I recommend that the following objects which have been inspected to determine their value as landmarks be (deleted from) the charts indicated.

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<td>BN Rotating Beacon atop skeleton steel tower - Oak Grove Air Base</td>
<td>35 01.9</td>
<td>77 15.6</td>
<td>Radial</td>
<td>NA 1927</td>
<td>Plot</td>
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I recommend that the following objects which have been inspected to determine their value as landmarks becharted on the charts indicated.

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<td>TOWER</td>
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<td>35 01 435 77 08 1342 NA Radial Plot 1927 1949</td>
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<td>Regional &amp; Sections</td>
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I. I. Saperstein
Tampa Photogrammetric Office

Harry F. Gerber
Chief of Party.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be indicated (deleted from) the charts indicated.

The positions given have been checked after listing by [Signature]...

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<td>86 18</td>
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<td>Name on Survey</td>
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<td>B</td>
<td>C</td>
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<td>Scott Creek</td>
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<td>Holland Landing</td>
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</table>

**Survey No.:** T-8719
REVIEW REPORT
Topographic Map T-8719
20 November 1951

62. Comparison with Registered Topographic Surveys:
   None.

63. Comparison with Maps of Other Agencies:

   New Bern, N. C. (USGS) 1:62,500 1903
   Contours are much more generalized than as shown on
   T-8719 but there is general agreement in vertical datum.
   See item 44.

64. Comparison with Contemporary Hydrographic Surveys:
   None

65. Comparison with Nautical Charts:
   None. See item 45.

66. Adequacy of Results and Future Surveys:
   This map meets the National Standards of Map Accuracy
   and complies with project instructions.

67. Map Accuracy:
   All doubtful areas have been recoupled in order to
   bring this map up to standard. The contours were re-examined
   in conjunction with item 53, Supplemental Field Edit Report
   and a third completion party was sent to recoup the re-
   maining substandard areas. No report was submitted in con-
   junction with this work, but a letter was submitted by the
   Chief of Party, a copy of which is attached to this report.
   The accuracy tests referred to under item 53 of the Field
   Edit Report and the Supplemental Field Edit Report were
   tabulated without applying the allowable shift in horizontal
   position which made the contouring appear much worse.
   Errors were due to over-generalization of topography and
   streams in heavily-wooded areas.

Submitted by
Everett H. Ramsey
Approved:

S. L. Higginbotham  
Chief, Review Section B  
Div. of Photogrammetry

M. T. Shock  
Chief, Nautical Chart Branch  
Division of Charts

O. R. Reading  
Chief, Div. of Photogrammetry

Earl O. Heston  
Chief, Div., Coastal Surveys