U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic
Field No.: Office No.: T-8740

LOCALITY
State: North Carolina
General locality: Core Sound
Locality: Styron Bay to Davis Island

1946-49

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

LIBRARY & ARCHIVES
DATE: February 24, 1950
DATA RECORD
T - 8740

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

Field Office: Morehead City, N.C. Chief of Party: Riley J. Sipe
Lieut. Comdr.

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

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

Completed survey received in office: 7/27/48

Reported to Nautical Chart Section: 8/31/48

Reviewed: 11/18/49 Part. Applied to chart No. 1233 Date: 11/17/48

Redrafting Completed:

Registered: 12/27/49 Published:

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

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): MSL

Reference Station (III): Stacy, 1933

Lat.: 34° 49' 53.177"(1638.6m) Long.: 76° 25' 12.873"(327.1m) Adjusted

State Plane Coordinates (VI): N. Carolina State Grid

X =

Y =

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

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>16001</td>
<td>5 April 1946</td>
<td>1525</td>
<td>1:20,000</td>
<td>Shoreline not delineated from 1:20,000</td>
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<tr>
<td>16002</td>
<td>&quot;</td>
<td>1525</td>
<td>&quot;</td>
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<tr>
<td>16020</td>
<td>&quot;</td>
<td>1612</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>16021</td>
<td>&quot;</td>
<td>1612</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>16023</td>
<td>&quot;</td>
<td>1619</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>16024</td>
<td>&quot;</td>
<td>1619</td>
<td>&quot;</td>
<td></td>
</tr>
</tbody>
</table>

Tide from (III): Hampton Roads (MHW at Davis Islands 0.4 feet)

Mean Range: Davis Islands 0.2 ft. Spring Range:

Camera: (Kind or source) USCGGE nine-lens 8½" focal length.

M.F. Kirk
M.A. Stewart

Field Inspection by: S.J. Hathorn D.C. Filippo R.A. Horn

Field Edit by: E.T. Deutina

Date of Mean High-Water Line Location (III): 15 February 1947 to 27 March 1947

Projection and Grids ruled by (III) T.L.J. (Wash. O.) date: 30 Oct. 1947
" " " checked by: H.D.W. (Wash. O.) date: 30 Oct. 1947

Control plotted by: R. Dossett
date: 25 Nov. 1947
Control checked by: R.A. Reece
date: 26 Nov. 1947

Radial Plot by: E.C. Andrews & Russell J. Pate
date: 8 April 1948

Detailed by: I.I. Saperstein
date: May, 1948

Reviewed in compilation office by: J.A. Giles
date: July, 1948

Map Manuscript
Elevations on Field Edit Sheet
checked by: J.A. Giles
date: July, 1948
STATISTICS (III)

Land Area (§1 Statute Mls.): 27

Shoreline (More than 200 feet to opposite shore): 42.5 statute miles

Shoreline (Less than 200 feet to opposite shore): 11 statute miles

Number of Accurate Topographic Stations established: 26

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contour) - miles: 28

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:
T-8740 is one of a series of eight quadrangles in Project Ph-5(45) which are composed of three separate map manuscripts; i.e., one standard 7'30"-minute topographic quadrangle, scale 1:20,000, and one N/2 and S/2 shoreline map manuscript, scale 1:10,000, which are 3 3/4' in latitude and 7'30" in longitude.

The two descriptive reports, one covering the topographic map and the other the shoreline map, have been combined.

The several mapping operations were:

(a) Nine-lens photography and laboratory processing, 1:20,000 scale and 1:10,000 scale.
(b) The field work including identification of shoreline; identification and establishment of horizontal and vertical control, mapable contouring, clarification of photographic detail and geographic names investigation. No shoreline was identified on the 1:20,000 photographs.
(c) Compilation by graphic methods. A reduction of the shoreline compilation which is limited to an alongshore zone approximately 200 meters wide was traced directly to the 1:20,000 scale topographic compilation.
(d) Preliminary office inspection.
(e) Field edit.
(f) Final review of the manuscripts to ensure completeness and conformance with specifications, and to include corrections in accordance with the field edit survey.
(g) Processing
A 1:20,000 scale glass plate negative of the topographic map will be prepared for transmittal to the Geological Survey.

T-8740 will be published and distributed by the Geological Survey at a scale of 1:20,000 as a standard topographic quadrangle in accordance with an agreement of March 25, 1947.

Data pertaining to T-8740 will be filed and may be obtained as follows:

(a) Filed in the Division of Photogrammetry

1. Three map manuscripts, T-8740 scale 1:20,000, T-8740 N and S., scale 1:10,000; field edit and final review corrections applied.
2. Field edit sheet.
Summary Report
T-8740 (Topographic and Shoreline)
Page 2

(b)Filed in the Coast and Geodetic Survey Archives

1. Combined Descriptive Report

2. A cloth-backed lithographic print of T-8740 at 1:20,000 scale.

3. A 1:10,000 scale cloth-backed lithographic print of shoreline map T-8740 N, N, 2 and S/2.

4. When T-8740 is published, a cloth-backed copy of the published map, at a scale of 1:24,000 will be registered.
FIELD INSPECTION REPORT
T-3740 (34-45/76-22.5/7.5)

Project Ph-5 (45)
Sub-project B

Riley J. Sipe, Chief of Party

All phases of the field work were done in accordance with The Directors Instructions, Project Ph-5 (45), Field, undated; Supplement 1 to the above, dated 11 December 1946; and Photogrammetry Instructions numbers 10 and 15, dated 4/14/47 and 6/15/47 respectively.

The field work on this quadrangle 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, Topographic Engineer</td>
<td>Contours and Interior Inspection.</td>
<td>18 March 1947 – 21 July 1947</td>
</tr>
<tr>
<td>M. A. Stewart, Engineering Aid</td>
<td>Levels and Vertical Control Recovery.</td>
<td>8 Jan 1947 – 27 Feb. 1947</td>
</tr>
<tr>
<td>S. J. Hathorn, Photogrammetrist</td>
<td>Shoreline and Recovery (Banks)</td>
<td>15 Feb 1947 – 28 Feb 1947</td>
</tr>
<tr>
<td>D. G. Flippo, Photogrammetric Aid</td>
<td>Shoreline and Recovery (Mainland)</td>
<td>18 Feb 1947 – 27 Mar 1947</td>
</tr>
<tr>
<td>R. A. Horn, Photogrammetrist</td>
<td>Contours and Inspection (Banks)</td>
<td>18 Mar 1947</td>
</tr>
</tbody>
</table>

1. Description of Area.

The land area of this quadrangle is in two portions, the larger of which is the mainland. The smaller portion is that section of Core Banks which falls within the quadrangle limits. These two land masses are divided by Core Sound which runs, approximately, from the southwest to the northeast corner of the quadrangle.

The two most important settlements in the area are Davis, North Carolina and Sea Level, North Carolina. In addition there are some farms along U. S. Highway #70, which is the only through highway in the quadrangle.

The principle occupation of the inhabitants of this area is in securing fish, oysters, clams, and shrimp from the adjacent waters.
A considerable section of the mainland is referred to locally as the "Open Grounds". Actually this is a tangled mass of underbrush and briars thriving on very swampy land. Interspersed in this area are some stands of Pine; however they are of little importance commercially due to their inaccessibility. Generally speaking the "Open Grounds" could be considered useless except for the wildlife it might maintain.

2. Completeness of Field Inspection.

It is felt that the field inspection is complete and adequate.

3. Interpretation of the Photographs.

Since photography was of a recent date no difficulty was encountered in the interpretation of the photographic detail.

4. Horizontal Control.

All horizontal control stations were searched for or recovered in this quadrangle. Four triangulation stations were identified on the photographs for use in control of the radial plot.

5. Vertical Control.

Vertical Control consisted of the recovery of existing Bench Marks, and the establishment of Bench Marks with 3rd Order accuracy along U. S. Highway #70.

On Core Banks four miles of fly levels were run to facilitate contouring.

6. Contours and Drainage.

Contouring was done on 1:10,000 scale photographs in the Core Banks area. On the mainland 1:20,000 scale photographs were used.

Normal plottable procedures were employed in contouring and in the location of drainage. However, due to the nature of the "Open Grounds" as previously mentioned, a pedograph and hand level lines were used to some extent.

Drainage on the mainland is pronounced near the shoreline. The headwaters, however, are very indefinite since they originate in the "Open Grounds". No definite pattern exists here because the rainfall is eliminated by seepage and travels to the headwaters of the drains via underground passages.

On the Core Banks the rainfall is eliminated by an irregular runoff, since with each storm tide the temporary drainage patterns are altered.
7. Mean High Water Line.

The greater part of the shoreline was inspected either by walking along shore or by small boat, and measurements to mean high water were taken where it was considered necessary. There is very little fast shoreline in the entire quadrangle, being almost entirely apparent shoreline (marsh). Some changes were noted on the photographs especially on small sand bars along shore at the edge of the marsh; some of these having built up and others being washed out by high water. These bars show on the photographs as a narrow white sand line along the marsh edge.

8. Low Water Line.

There is very little tide change in this area and therefore not a very perceptible distance between mean high and mean low water lines.


All wharves and shoreline structures are discernable on the photographs and have been labeled.


All details visible from the shoreline are discernable on the photographs and have been labeled.

11. Landmarks and Aids to Navigation.

All existing landmarks have been pricked and labeled on the photographs and Form # 567 submitted. Those to be deleted have been reported on Form # 567 also. Davis Shore SW Church Spire was blown off its base by a windstorm in 1933 but was rebuilt on the same base. It lost its position as a triangulation station but is still to be used as a landmark. Davis Shore NE Church Spire has been completely destroyed and the entire church moved to a different location.

Six non-floating Aids to Navigation are found along the Core Sound Channel, one of these has been pricked and labeled on photograph # 16193. The remaining five were located by sextant (three point fix method).


In accordance with the instructions for this project the existing horizontal control was supplemented by Topographic Stations in order to have horizontal control at not more than one mile intervals. Where natural objects were not available these stations were marked by standard topographic station disks set in top of 6" round (precast) monuments.

There are no Aeronautical Aids or Landing Fields within the limits of this quadrangle.

14. Road Classification.

All roads are classified in accordance with Photogrammetry Instructions No. 10, dated 4/14/47.

15. Bridges.

There are no bridges over navigable waters within this quadrangle.


These items are adequately covered on the photographs.

17. Boundaries.

There are no boundaries to be located in this quadrangle. See review report

18. Geographic Names.

Geographic Names will be the subject of a special report by Mr. A. J. Wraith, Topographic Engineer.

Approved:

Riley J. Sipes, Chief of Party
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 L. Saperstein*
Tampa Photogrammetric Office

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by
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 R. Bossett, Tampa Photogrammetric Office.

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The positions given have been checked after listing by R. Dosssett, Tampa Photogrammetric Office.

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPINE</td>
<td>Freewill Baptist Church in Davis, N.C., 55 feet high</td>
<td>SPIKE</td>
<td>34 47</td>
<td>1016</td>
<td>76 27</td>
<td>1927</td>
<td>T-3740</td>
<td>1947</td>
</tr>
<tr>
<td>TONER</td>
<td>Abandoned Radar Tower in Davis, N.C., 115 feet high</td>
<td>TONE</td>
<td>34 48</td>
<td>22</td>
<td>76 27</td>
<td>541</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPINE</td>
<td>Mann Chapel Metho. Church in Sealevel, N.C., 55 feet high</td>
<td>SPIKE</td>
<td>34 51</td>
<td>1272</td>
<td>76 23</td>
<td>1296</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPINE</td>
<td>Stacy Baptist Church in Skacy, N.C., 50 feet high</td>
<td>SPIKE</td>
<td>34 50</td>
<td>1825</td>
<td>76 24</td>
<td>1489</td>
<td>Fieldoff, Triang.</td>
<td></td>
</tr>
<tr>
<td>CHIMNEY</td>
<td>Chimney atop old clubhouse on Core Banks</td>
<td>CHIMNEY</td>
<td>24 48</td>
<td>433</td>
<td>76 22</td>
<td>817</td>
<td>Rad. Plot</td>
<td></td>
</tr>
</tbody>
</table>

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I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be deleted from the charts indicated.

The positions given have been checked after listing by

D. G. Flippo, Photo. Aid

Biley J. Sips
Chief of Party

<table>
<thead>
<tr>
<th>STATE</th>
<th>North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>SPIRE</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

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The positions given have been checked after listing by Irving L. Saporstein, Tampa Photogrammetric Office.

<table>
<thead>
<tr>
<th>State</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Charts Affected</th>
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<tbody>
<tr>
<td>North Carolina</td>
<td>SPIRE</td>
<td>Davis Church Spire</td>
<td></td>
<td>34 47.8</td>
<td>76 27.6</td>
<td>Unknown</td>
<td>T-9740</td>
<td>x x 1233</td>
<td>420</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating objects shall be reported on this form. The data should be considered for the charts of the area and not by...
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS (FORWARD &amp; BACK)</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS (FORWARD &amp; BACK)</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS (FORWARD &amp; BACK)</th>
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</thead>
<tbody>
<tr>
<td>MILL PT. 4</td>
<td>G  406</td>
<td>N.A. 1927</td>
<td>34° 51.1</td>
<td>25° 708</td>
<td>76 22 / 48 891 / 1201.9 / 282.3</td>
<td>792.2</td>
<td>(1056.7)</td>
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</tr>
<tr>
<td>FINE, 1933</td>
<td>P  407</td>
<td></td>
<td>34° 49</td>
<td>37° 690</td>
<td>76 24 / 58 928 / 1497.5 / 272.2</td>
<td>1161.4</td>
<td>(687.5)</td>
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</tr>
<tr>
<td>STACY, 1933</td>
<td>P  602</td>
<td></td>
<td>34° 49</td>
<td>53° 177</td>
<td>76 25 / 12 873 / 327.1 / 1197.5</td>
<td>1638.6</td>
<td>(210.3)</td>
<td></td>
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<tr>
<td>KINGS PT. EN 1937</td>
<td>P  410</td>
<td></td>
<td>34° 48</td>
<td>37° 636</td>
<td>76 25 / 58 005 / 1159.8 / 689.1</td>
<td>1159.8</td>
<td>(689.1)</td>
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<tr>
<td>30 STACK, 1947</td>
<td>PKID COMP.</td>
<td></td>
<td>34° 49</td>
<td>07 007</td>
<td>76 27 / 04 861 / 1474.3 / 507</td>
<td>215.9</td>
<td>(1633.0)</td>
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<td>NO. STACK, 1947</td>
<td></td>
<td></td>
<td>34° 49</td>
<td>07 159</td>
<td>76 27 / 05 126 / 123.5 / 1101.3</td>
<td>220.6</td>
<td>(1628.3)</td>
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<td>SPIRE, 1947</td>
<td></td>
<td></td>
<td>34° 50</td>
<td>59 219</td>
<td>76 24 / 58 620 / 1824.8 / 21.1</td>
<td>1489.2</td>
<td>(35.1)</td>
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</tbody>
</table>

1 FT. = 304800.6 METERS

COMPUTED BY: I.I. Saperstein
DATED: 4 August 1947

M.M. Slavney
CHECKED BY: M.M. Slavney
DATED: 4 August 1947
<table>
<thead>
<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</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HORSE ISLAND</td>
<td>G.Ps. P406</td>
<td>No. 1927</td>
<td>34° 47'</td>
<td>28° 33.0'</td>
<td>76° 24' 10.747</td>
<td>873.2 (975.7)</td>
<td></td>
</tr>
<tr>
<td>SHORE</td>
<td>P601</td>
<td></td>
<td>24° 47'</td>
<td>28° 39.72'</td>
<td>76° 27' 38.082</td>
<td>888.3 (960.6)</td>
<td></td>
</tr>
<tr>
<td>DAVIS</td>
<td>P407</td>
<td></td>
<td>34° 47'</td>
<td>07° 38.44'</td>
<td>76° 27' 45.289</td>
<td>968.2 (557.2)</td>
<td></td>
</tr>
<tr>
<td>DAVIS IS. W.</td>
<td>P411</td>
<td></td>
<td>34° 45'</td>
<td>18° 77'</td>
<td>76° 29' 17° 57</td>
<td>1150.2 (375.3)</td>
<td></td>
</tr>
<tr>
<td>GABLE HOUSE,</td>
<td>P406</td>
<td></td>
<td>34° 47'</td>
<td>07° 55.33'</td>
<td>76° 27' 45.621</td>
<td>578.4 (1270.5)</td>
<td></td>
</tr>
<tr>
<td>CHARLEY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>446.9 (1079.1)</td>
<td></td>
</tr>
<tr>
<td>AMPs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>232.7 (1616.2)</td>
<td></td>
</tr>
<tr>
<td>BLIND</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1159.9 (365.5)</td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 0.3048006 METER

W.H. Shearouse
COMPUTED BY W.W. Dawsey
3 April 1947
DATE

M.M. Slavney
CHECKED BY M.M. Slavney
11 July 1947
DATE
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>LATITUDE OR Y-COORDINATE</th>
<th>LONGITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tampa Office</td>
<td>1947</td>
<td>34 40</td>
<td>00.707</td>
<td></td>
<td></td>
<td>21.8 (1827.1)</td>
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</tr>
<tr>
<td>G.F. Tampa Comp.</td>
<td>1947</td>
<td>76 27</td>
<td>21.294</td>
<td></td>
<td></td>
<td>541.3 (983.9)</td>
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</tr>
<tr>
<td>LT. 33, 1947</td>
<td>Office</td>
<td>34 48</td>
<td>37.619</td>
<td></td>
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<td>1159.2 (689.7)</td>
<td></td>
</tr>
<tr>
<td>Davis Church</td>
<td>1947</td>
<td>76 25</td>
<td>58.002</td>
<td></td>
<td></td>
<td>1474.3 (50.8)</td>
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</tr>
<tr>
<td>SPIRE 1947</td>
<td></td>
<td>34 47</td>
<td>48.408</td>
<td></td>
<td></td>
<td>1492.7 (357.2)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>76 27</td>
<td>38.256</td>
<td></td>
<td></td>
<td>972.4 (552.7)</td>
<td></td>
</tr>
</tbody>
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Not listed in G.P.s. - Field Office Computation.
26 AND 27. CONTROL AND RADIAL PLOT:

A special report was submitted to the Washington Office on 20 May 1948 by E.C. Andrews and R.J. Pate, Photogrammetric Aides. Part of this manuscript was traced directly from a 1:20,000 reduction of Shoreline Manuscript T-8740 with few minor changes. The remainder of the detail, not shown on the shoreline manuscript, was delineated from 1:20,000 photographs which were of fair scale.

Detail points were scattered over the shoreline area to check the 1:20,000 plot. These points held very well or were well within the limits of accuracy.

Additional detail points were cut in for areas which were not covered by the shoreline manuscript.

Because of lack of identifiable detail and poor scale photographs in the "Open Grounds," the contours were delineated by the projector method.

Discrepancies to be checked by the field editor have been noted on the discrepancy overlay.

28. DELINEATION:

29. SUPPLEMENTAL DATA:

None was used.

30. MEAN HIGH-WATER LINE:

See 1: 10,000 Shoreline Descriptive Report.

31. LOW-WATER AND SHOAL LINES:

See 1: 10,000 Shoreline Descriptive Report.

Shoal lines were omitted from this manuscript, but may be found on the 1: 10,000 shoreline sheets.

32. DETAIL OFFSHORE FROM THE HIGH WATER LINE:

All offshore detail was delineated according to the field inspector's notes.
33. WHARVES AND SHORELINE STRUCTURES:
   See 1: 10,000 Shoreline Descriptive Report.

34. LANDMARKS AND AIDS TO NAVIGATION:
   See 1: 10,000 Shoreline Descriptive Report.

35. HYDROGRAPHIC CONTROL:
   All photo-hydro stations were omitted on this manuscript but may be
   found on the 1:10,000 shoreline sheets.

36. LANDING FIELDS AND AERONAUTICAL AIDS:
   See 1: 10,000 Shoreline Descriptive Report.

37. GEOGRAPHIC NAMES:
   All geographic names submitted have been applied to the manu-
   script.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:
   See 1: 10,000 Shoreline Descriptive Report.

45. COMPARISON WITH NAUTICAL CHARTS:
   See 1: 10,000 Shoreline Descriptive Report.

Respectfully submitted,

[Signature]
I.I. Saperstein
Photogrammetric Aide

Approved and Forwarded:

[Signature]
Ross A. Gilmore
Lieut. Comdr. USCGS
Chief of Party.
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<td>C</td>
<td>D</td>
<td>E</td>
<td>F</td>
<td>G</td>
<td>H</td>
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<td>The Spit</td>
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<td>(not Spit Point)</td>
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</table>

Note: Names underlined in red are approved. 11-8-49

L. Heck

Additional Names, 1:10,000 scale:

- Yaupon Hammock Cut
- Flounder Slough

* These names do not appear on T-8740, 1:10,000 scale
FIELD EDIT REPORT
Quadrangle T-8740
(34° 45' / 76° 22.5' / 7° 5')
Project Ph-5(45)
Riley J. Sipe, Chief of Party

The field edit of this quadrangle was started in October 1948 by John D. Weiler, Photogrammetrist and completed in January 1949 by E. T. Jenkins, Engineering Aid. All work was performed in accordance with Field Edit Instructions, dated 24 August 1945, and supplement 1, dated 4 February 1946.

46. METHODS:
The features such as roads, structures, drainage and contours were checked either by examination from traveling along the roads and trails or by plane table methods.

All delineation and additions were made directly on the field edit sheet. A legend showing symbols and the color ink used by the field editor is shown on the field edit sheet.

47. ADEQUACY OF THE COMPILATION:
The compilation of this quadrangle is adequate except for changes and additions since the date of the original field inspection. The horizontal clearance of the bridge over Smyrna Creek differs from that shown on chart 430. The correct clearance is shown on the field edit sheet.

Attention is called to the new Davis Channel light just offshore from Davis, N.C. and the small sand island formed by dredging in the same area. This small island is approximately one foot above M.H.W. and with each strong wind the island diminishes in size and in a matter of a year or two it will no longer be seen above M.H.W.

48. VERTICAL ACCURACY TEST:
No vertical accuracy test was specified for this quadrangle.

4. HORIZONTAL CONTROL:
Forms 526 have been submitted to reconcile any questions on horizontal control.

13. GEOGRAPHIC NAMES:
A considerable number of new names were added to the field edit sheet and the reference shown on the sheet. A considerable amount of name discrepancies were found and a thorough check was made before the changes were made on the field edit sheet. There are three of four reference shown on the field edit sheet for each name change.

The map manuscript was reviewed by Mr. Calvin Mason, local fisherman and a resident of Davis, N.C. for fifty years who is familiar with the
reading of maps and charts from previous employment on the field party of a Coast and Geodetic Survey ship. He was of invaluable assistance in checking the map manuscript and found no errors in the corrected field edit sheet.

Submitted:
24 January 1949

E. T. Jenkins
Engineering Aid

Approved:
24 January 1949

Riley J. Sipe
Chief of Party
Review Report T-8740
Topographic Map
November 18, 1949

62. Comparison with Registered Topographic Surveys:
   1017  1866  1:20,000
   1020  1866  1:20,000
   1306  1873  1:20,000
   8044  1942-1945  1:20,000

   The above topographic surveys are superseded for the purpose of nautical charting by this map.

63. Comparison with Maps of other Agencies:
   None

64. Comparison with Contemporary Hydrographic Surveys:
   None

65. Comparison with Nautical Charts:
   420  1947

66. Adequacy of Results and Future Surveys:

   This map complies with the project instructions and Bureau Policy. There are no inadequacies. The map complies with the National Standards of Accuracy.

67. Boundaries:

   The following township boundaries were added to the map manuscript: Symrna, Hunting Quarter and Portsmouth.
Reviewed by:

B. Thomas Hynson
11/18/49

Approved by:

L.V. Griffith
Chief, Review Section F.D.P.
Division of Photogrammetry

J.H. Edmundson
Chief, Nautical Chart Branch
Division of Charts

O. Readdy
Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys
NAUTICAL CHARTS BRANCH

SURVEY NO. 8740

Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tr>
<td>11/17/48</td>
<td>1233</td>
<td>James Davis</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.
**Type of Survey**  Shoreline

**Field No.**  Office No.  T-8740  S/2

**Locality**

<table>
<thead>
<tr>
<th>State</th>
<th>North Carolina</th>
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<tbody>
<tr>
<td>General locality</td>
<td>Cateret County</td>
</tr>
<tr>
<td>Locality</td>
<td>Northeast of Morehead City</td>
</tr>
</tbody>
</table>

**1946-49**

**CHIEF OF PARTY**

R.J. Sipe, Chief of Party

G.E. Morris, Tampa Photo. Office

**Library & Archives**

**Date**
9-30-69  Cnt 419  I Beebe  After verification: Applied fully; revised shoreline
DATA RECORD
T-8740

Quadrangle (II): Shoreline Survey

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


Instructions dated (II III): Undated

Copy filed in Descriptive Report No. T— (VI) Office Files

Completed survey received in office: 7/27/48

Reported to Nautical Chart Section: 8/3/48

Reviewed: 11/22/49 Applied to chart No. 1233 Date: 11/17/48

Redrafting Completed:

Registered: 12/27/49 Published: Not to be published

Compilation Scale: 1:10,000 Published Scale: Not to be published

Scale Factor (III): None

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

Reference Station (III): Charley, 1933

34° 47' 07.553" (232.7m)

Lat.: N Stacy, 1933

34° 49' 53.177" (1638.6m)

Long.: 76° 27' 45.621" (1159.9m) Adjusted

76° 25' 12.873" (327.1m) Unadjusted

State Plane Coordinates (VI): N. C. State Grid

X = Y =

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

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<td>7 April, 1946</td>
<td>1128</td>
<td>1:10,000</td>
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<tr>
<td>16191</td>
<td>&quot;</td>
<td>1131</td>
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<td>16112</td>
<td>&quot;</td>
<td>930</td>
<td>&quot;</td>
<td>1.2</td>
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Tide from (III): Reference: Hampton Roads  
Sub. Station Beaufort  
Mean Range: 2.5 feet  
Spring Range: 3.0 feet

Camera: (Kind or source) U.S. C. & G.S. nine lens 8 1/4 inch focal length  
D.C. Flippo  
M.F. Kirk

Field Inspection by: M.A. Stewart  
R.A. Horn  
Field Edit by: E.V. Jenkins  

Date of Mean High-Water Line Location (III): 18 February 1947  
27 March, 1947

Projection and Grids ruled by (III) T.L.J. Wash. Office  
date: 29 July, 1947

Control plotted by: I.I. Saperstein - W.W. Dawsey  
date: 4 Aug, 1947

Control checked by: M.M. Slavney  
date: 5 August, 1947

Radial Plot by: M.M. Slavney  
N 2 R. Dossett  

Detailed by: S 2 R.R. Wagner  

Reviewed in compilation office by: J.A. Giles  

Elevations on Map Manuscript  
checked by: J.A. Giles  

date: January, 1948
STATISTICS (III)

Land Area (Sq. Statute Miles): 11.6

Shoreline (More than 200 meters to opposite shore): 42.5 Statute miles

Shoreline (Less than 200 meters to opposite shore): 10 Statute miles

Number of Recoverable Topographic Stations established: 26

Number of Temporary Hydrographic Stations located by radial plot: 9

Leveling (to control contours) - miles: 5

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:
26 and 27. Control and Radial Plot:

A special report will be submitted to the Washington Office by
Milton M. Slavney, Photogrammetric Engineer.

No Recovery Note (Form 526) was submitted by the field inspector
for triangulation station Davis, 1915. The station symbol is on the
manuscript and a request for a Recovery Note will be made of the field
editor when the 1:20,000 scale manuscript is edited.

28. Delineation:

The nine lens photographs used for this manuscript were of
poor scale, which made it necessary to cut in a large number of detail
points.

The area called Core Banks had only one flight of photographs.
Along these banks all detail points were determined by two cuts but
it is believed that the delineation falls within the limits of pre-
scribed accuracy.

Since no projection was furnished for the south half of T-8741
the small amount of detail falling in that area was added to the south
half of this manuscript.

29. Supplemental Data:

None was used.

30 Mean High-Water Line:

Along the Core Sound side of Core Banks there were two sloughs
for which the approximate mean high-water line was delineated. This
should be checked at the time of field edit to see if its position is
correct.

The high-water line was indicated by the field inspector through-
out the remainder of the area at enough points to insure its delineation
with reasonable accuracy.
31. LOW-WATER AND SHOAL LINES:

The low-water line was delineated as shown on the field photographs.

Shoal lines were shown where they could be seen clearly on the photographs.

32. DETAIL OFFSHORE FROM THE HIGH-WATER LINE:

A wreck was recovered by the field inspector, in the Atlantic Ocean off shore from Core Banks, at approximate Latitude 34° 47' 8" and Longitude 76° 22' 4". It has been delineated according to instructions.

33. WHARVES AND SHORELINE STRUCTURES:

All piers were delineated as shown on the photographs.

34. LANDMARKS AND AIDS TO NAVIGATION:

Only one height was given with each landmark.

All non-floating aids to navigation reported by the field inspector, have been shown on the manuscript and their geographic positions duly recorded on the proper forms.

Triangulation station "Davis Shore, N.E. Ch. Spire, 1933" was destroyed when the church was torn down and moved to a new location. The spire of the new church has been located by triangulation of less than third order accuracy and is shown on the map manuscript as "Davis Church Spire, 1947". It will be requested of the field editor that he report on the new spire's suitability as a landmark since the field inspector deleted what he believed to be it on one section of nautical chart and checked it on another.

35. HYDROGRAPHIC CONTROL:

Eleven photo-hydro stations were established by the field inspector and cut in on this shoreline manuscript.
36. LANDING FIELDS AND AERONAUTICAL AIDS:

There were no Landing Fields or Aeronautical Aids on this manuscript.

37. GEOGRAPHIC NAMES:

All geographic names submitted by the Washington Office are shown on the manuscript as recorded on the name sheet. Attention is called to the name "Yeopon Hammock Gut" the spelling of the first word of which is believed to be in error. The correct spelling appears to be "Yeupon". See attached list of approved names - "Yeupon" is correct.

38. POLITICAL BOUNDARIES:

None. See item 17 of Field Inspection Report.

39. ROADS CLASSIFICATION:

The road classifications were taken from the 1:20,000 scale field photographs. They were classified in accordance with photogrammetry instructions No. 10 dated 14 April 1947. U.S. Highway No. 70 is classified as Road 4 by the field inspector in the area covered by this manuscript and as Road 5 on the adjoining (T-8739) manuscript. Correct classification will be requested of the field editor.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

There were no topographic quadrangle maps available for comparison.

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with nautical chart No. 421 (1:40,000 scale) bearing a print date 26 October 1946. The shoreline along Core Sound on Core Banks is in very good agreement. The delineation of the shoreline on the chart seems to be extensively generalized. Also, in the vicinity of The Spit, the shoreline has undergone a change. Some piers have been built at approximate Latitude 34° 47.4' Longitude 76° 27.6'. Comparison was also made with chart 420 (1:40,000 scale) bearing a print date 7 September 1946. This chart seems to be in good agreement. The only difference noted was the existence of a few small islands in Great Island Bay which do not appear on the nautical chart. Clearance was noted on chart 420 for bridges over Smyrna and Oyster Creeks, but the field inspector failed to verify them. Attention is called to the following changes in geographic names:

1. Styran Bay changed to Styron Bay.
2. Huff Creek changed to Fulchears Creek.
The shoreline manuscript should supersede the present charted information.

Respectfully submitted,

[Signature]
Robert R. Wagner,
Photogrammetric Aid

[Signature]
Rudolph Dossett
Cartographer, (Photo)

Approved and Forwarded:

[Signature]
George E. Morris, Jr.
Chief of Party.
62. Comparison with Registered Topographic Surveys:

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<th>Survey Year</th>
<th>Date</th>
<th>Scale</th>
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<tr>
<td>1017</td>
<td>1866</td>
<td>1:20,000</td>
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<td>1020</td>
<td>1866</td>
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<td>1306</td>
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<tr>
<td>8044</td>
<td>1942-1945</td>
<td>1:20,000</td>
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</tbody>
</table>

The above topographic surveys are superseded for the purpose of nautical charting by this map.

63. Comparison with Maps of other Agencies:

None

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:

420 1947

66. Adequacy of Results and Future Surveys:

This map complies with the project instructions and Bureau Policy. There are no inadequacies. The map complies with the National Standards of Accuracy.

67. Hydrographic Control.—The following photo-hydro stations have not been listed elsewhere in the descriptive report:

4002 - S. Gable of boat house
4003 - N. Gable of boat house
4004 - NE corner of pier
4005 - NW Gable of Stacy School building
4006 - NW corner of "L" shaped pier
4007 - Core Sound Light No. 29
4008 - " " " No. 31
4009 - " " " No. 34
4010 - " " " No. 35
4011 - " " " No. 28
Reviewed by:

B. Thomas Hynson
11/22/49

Approved by:

T. V. Griffith
Chief, Review Section C.M.
Division of Photogrammetry

H. A. Dodworth
Chief, Nautical Chart Branch
Division of Charts

D. J. Reading
Chief, Div. of Photogrammetry

W. G. Arnold
Acting Chief, Div. of Coastal Surveys