<table>
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<th>Type of Survey</th>
<th>TOPOGRAPHIC</th>
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<tr>
<td>Field No.</td>
<td>Ph-20(47)</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-8988</td>
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**LOCALITY**

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<th>State</th>
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<td>BEAUFORT COUNTY</td>
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<tr>
<td>Locality</td>
<td>AURORA</td>
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1948-50

**CHIEF OF PARTY**

E. R. McCarthy, Chief of Field Party.
A. L. Hardwell, Tampa Photogrammetric Office

**LIBRARY & ARCHIVES**

DATE December 12, 1952
DATA RECORD
T- 8988

Project No. (II): Ph-20(47) Quadrangle Name (IV):

Photogrammetric Office (III): Tampa, Florida Officer-in-Charge: Arthur L. Wardwell
Instructions dated (II) (III): 23 July 1948 Copy filed in Division of

Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV): 7-3-50 Date reported to Nautical Chart Branch (IV): 7-7-50

Applied to Chart No. Date:

Date registered (IV): 5 Feb 1952

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (3) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): AURORA, 1935

Lat.: 35° 18' 26.933' (830.0m) Long.: 76° 46' 28.499' (720.0m) Adjusted

Adjusted

Plane Coordinates (IV): North Carolina State:
Y = 574,260.01 Feet Zone:
X = 2,663,887.88 Feet

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II): Walter F. Hassie
Date: 1 Nov. 1948 - 25 Feb. 1949

Planetary contouring by (II): Walter F. Hassie
Date: 26 Oct. 1948 - 25 Feb. 1949

Completion Surveys by (II): J. E. Hundleby
Date: Aug 1950

Mean High Water Location (III) (State date and method of location):
Date of photographs; airphoto compilation

Date: 21 June 1948

Projection and Grids checked by (IV): W.E.W.
Date: 21 June 1948

Control plotted by (III): R. R. Wagner
Date: 6 Oct. 1948

Control checked by (III): B. F. Lampton
Date: 14 Oct. 1948

Radial Photogrammetric Contours drawn by (III): H. A. Duffy
Date: 15 June 1949

Stereoscopic Instrument compilation (III):
Planimetry Inapplicable
Contours Inapplicable

Manuscript delineated by (III): H. A. Duffy
Date: 12 April 1950

Photogrammetric Office Review by (III): J. A. Giles
Date: 8 June 1950

Elevations on Manuscript
checked by (II) (III): H. A. Duffy (III)
Date: 15 March 1950
PHOTOGRAPHS (III)

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<td>13:55</td>
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<td>21633</td>
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<td>22193</td>
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Tide (III)

Reference Station: No periodic tide
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV): J.L. RHIV

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 60.87
Shoreline (More than 200 meters to opposite shore) (III): 9.3
Shoreline (Less than 200 meters to opposite shore) (III): 14.4
Control Leveling - Miles (II): 80
Number of Triangulation Stations searched for (II): 36 Recovered: 31 Identified: 9
Number of BMs searched for (II): 7 Recovered: 5 Identified: 7
Number of Recoverable Photo Stations established (III): 3
Number of Temporary Photo Hydro Stations established (III): None

Remarks: Recovery notes for BMs W241 and W241 were not furnished with the field data. These have been referred to completion survey for recovery. The 3 Recoverable Photo Stations consist of 1 landmark and 2 azimuth marks.

1 Form W-2226-12 is not accounted for since it (Boundary Monument 1948) fell outside of project limits.
Summary to Accompany T-8988

Topographic map T-8988 is one of a series of 32 maps in Project Ph-20(47). The field operations included complete field inspection and planetable contouring on 1:20,000 scale nine-lens photos. A manuscript was graphically compiled and completely field edited.

This map is to be published by the U. S. Geological Survey at a scale of 1:24,000 as a standard 7½ minute quadrangle. The registered copies under T-8988 will include the original descriptive report; a cloth-mounted print of the manuscript at a scale of 1:20,000 and a cloth-mounted print of the published map at a scale of 1:24,000.
FIELD INSPECTION REPORT
Quadrangle T-8088
35 15.0'/76 45.0'/7.5
Project Ph-20(47)

E. R. McCarthy, Chief of Party

The field work for this quadrangle was done in accordance with the Director's instructions, Project Ph-20(47), field, dated 23 July 1948 and other instructions as noted herein. The field work was accomplished by the following personnel.

<table>
<thead>
<tr>
<th>Name &amp; Title</th>
<th>Phase</th>
<th>Started</th>
<th>Completed</th>
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<tbody>
<tr>
<td>M. A. Stewart</td>
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<td>E. L. Williams</td>
<td>Horizontal Control</td>
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<td>12-2-48</td>
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<td>9-23-48</td>
<td>9-23-48</td>
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<td>W. F. Massie</td>
<td>Levels</td>
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<td>10-23-48</td>
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<td></td>
<td>Cartographic Survey Contours</td>
<td>10-25-48</td>
<td>2-25-49</td>
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<tr>
<td></td>
<td>Field Inspection</td>
<td>10-1-48</td>
<td>2-25-49</td>
</tr>
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</table>

1. DESCRIPTION OF AREA

This quadrangle is located in the southern portion of Beaufort County, North Carolina.

The southeastern section is mostly cleared, and is drained by South and Bailey Creeks. The western and northern sections are wooded with numerous small farms, and are drained by Durham and Porter Creeks which are arms of the Pamlico River.

A branch of the Atlantic Coast Line Railroad (Washington and Vandemere Br.) connecting Washington and Vandemere, runs in a east-west direction through the quadrangle.

There is one town in the quadrangle, Aurora, N. C., which is connected to Chocowinity by state highway #33. The east edge of the unincorporated village of Edward, falls on the west limit of the quadrangle.

2. COMPLETENESS OF FIELD INSPECTION

Field inspection of the quadrangle is thought to be complete and all features are adequately classified and identified on the photographs.
Woodland cover was classified in accordance with Photogrammetry Instructions No. 21 dated 18 August 1948.

3. **INTERPRETATION OF THE PHOTOGRAPHS**

No great difficulty was encountered in topographic interpretation of photographic details.

4. **HORIZONTAL CONTROL**

All known horizontal control was searched for within the quadrangle and a report for each triangulation station submitted on form 526. A sufficient number of stations were identified for control of the radial plot.

No supplemental control was established during field inspection.

5. **VERTICAL CONTROL**

A third order level line was run through the quadrangle (along highway #33) in 1947 and bench marks were established at approximately one mile intervals.

Eighty miles of fly levels were run to establish additional control for planetable contouring. All existing bench marks were searched for and identified on the photographs.

6. **CONTOURS AND DRAINAGE**

Contouring was done by planetable methods directly on 1:20,000 scale nine-lens photographs. Contour interval was five feet.

Elevations range from sea level to sixty-five feet, the highest elevations being found in the western portion.

7. **MEAN HIGH-WATER LINE**

The mean high-water line shows clearly on the photographs.

8. **LOW-WATER LINE**

The mean low-water line coincides with the mean high-water line, as there is no periodic tide.

9. **WHARVES AND SHORELINE STRUCTURES**

All wharves and shoreline structures have been adequately shown on the photographs.
10. **LANDMARKS AND AIDS TO NAVIGATION**

   A fire lookout tower, located near the village of Edward, has been recommended for charting. Forms 524 and 567 are submitted. "Cannot be seen from navigable waters. Not recommended for charting." See p. 56 Field Ed. Report.

   There are no non-floating aids to navigation in this quadrangle.

11. **HYDROGRAPHIC CONTROL**

   No marked stations were established as the intervals between existing control are less than two miles.

12. **LANDING FIELDS AND AERONAUTICAL AIDS**

   There are no landing fields or aeronautical aids in this quadrangle.

13. **ROAD CLASSIFICATION**

   All roads were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947 as amended 24 October 1947.

   Attention is called to the new road, linking Aurora and Hobucken, which was under construction during field inspection. This road should be classified by the field editor.

14. **BRIDGES**

   All bridges have been adequately shown on the photographs. The highway bridge (sw type) at Aurora is at present frozen. It may be put in working order on 24 hours notice. This bridge will be kept in use until the traffic can be taken care of by the new road. The disposition of this bridge should be checked by the field editor.

   The semi-fixed railroad bridge at Royal can be used if 24 hours notice is given.

   All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges Over Navigable Waters in the U. S." dated July 1, 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 such discrepancies as were reported to the Local District Engineer by letter, a copy of which is attached.
15. BUILDINGS AND STRUCTURES

The field inspection of buildings and structures was completed in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948.

New buildings and structures erected since photography, were located directly on the nine-lens photographs by (1) plan-table methods, (2) measurements from identifiable points of detail.

16. BOUNDARY MONUMENTS AND LINES

For description of all boundary monuments and lines in this quadrangle, see page 39 and 25, special report by Wilber E. Nelson which was submitted 14 February 1949.

17. GEOGRAPHIC NAMES

This is the subject of a special report which was submitted by Wilber H. Nelson 14 February 1949.

12 March 1949
Submitted by:
Walter P. Massie
Walter P. Massie
Cartographic Survey Aid

Approved:
12 March 1949
E. R. McCarthy
Chief of Party
Photogrammetric Plot Report

This report covers the plot for surveys T-8987 and T-8988 and is filed as part of the Descriptive Report for T-8987.
<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 (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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<tbody>
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<td>BONNER, 1935</td>
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<td>1927</td>
<td>35 21</td>
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<td>TOOLEY, 1935</td>
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<td></td>
<td>1927</td>
<td>76 46</td>
<td>41.615</td>
<td>1051.4 (464.3)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. OF E MON 12A</td>
<td>AURORA 4</td>
<td>N.A.</td>
<td>35 17</td>
<td>42.533</td>
<td>1330.7 (538.3)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1927</td>
<td>76 51</td>
<td>17.525</td>
<td>442.8 (1073.2)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR $\psi$-COORDINATE</td>
<td>LONGITUDE OR $\lambda$-COORDINATE</td>
<td>DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td>DATUM CORRECTION</td>
<td>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------</td>
<td>-------</td>
<td>--------------------------------</td>
<td>---------------------------------</td>
<td>-----------------------------------------------</td>
<td>-------------------</td>
<td>------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>1943 G OF E MON 13A,</td>
<td>USE AURORA A5</td>
<td>1927</td>
<td>35</td>
<td>17</td>
<td>38.863</td>
<td></td>
<td>1197.6(651.4)</td>
<td></td>
</tr>
<tr>
<td>C OF E MON 23,</td>
<td>USE AURORA A2</td>
<td>1927</td>
<td>35</td>
<td>15</td>
<td>45.802</td>
<td></td>
<td>1111.5(437.5)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>USE AURORA A1</td>
<td>1927</td>
<td>35</td>
<td>15</td>
<td>32.062</td>
<td></td>
<td>988.1(881.0)</td>
<td></td>
</tr>
<tr>
<td>DURHAM, 1935</td>
<td>USE AURORA A2</td>
<td>1927</td>
<td>35</td>
<td>22</td>
<td>27.584</td>
<td></td>
<td>850.1(999.0)</td>
<td></td>
</tr>
<tr>
<td>SHORT. 1935</td>
<td>USE AURORA A2</td>
<td>1927</td>
<td>35</td>
<td>20</td>
<td>01.171</td>
<td></td>
<td>36.1(1813.0)</td>
<td></td>
</tr>
<tr>
<td>AURORA, 1935</td>
<td>USE AURORA A2</td>
<td>1927</td>
<td>35</td>
<td>18</td>
<td>26.933</td>
<td></td>
<td>830.0(1019.1)</td>
<td></td>
</tr>
<tr>
<td>CRAWFORD 43, 1925</td>
<td>USE AURORA A2</td>
<td>1927</td>
<td>35</td>
<td>18</td>
<td>51.529</td>
<td></td>
<td>1587.7(2613.2)</td>
<td></td>
</tr>
</tbody>
</table>

1 FT = 3048008 METER

COMPUTED BY B.F. Lampton  DATE  22 Sept 1948  CHECKED BY R.B. Wagner  DATE  27 Sept 1948
COMPILED REPORT \textit{T-8988}

PHOTOGRAMMETRIC PLOT REPORT has been submitted with T-8987.

31. **DELINEATION**

The graphic method was used in delineating the manuscript.

The photographs and field inspection were adequate for delineation except for some items which are discussed under their respective subsequent headings.

Photographs Nos. 24136 and 24137, being of very good scale, were used for delineation only. The center of each was located by three point fix method using transferred pass points in the center chamber as control.

32. **CONTROL**

Sufficient horizontal control was provided to cut in necessary detail points. Identification of horizontal control was good and well distributed.

33. **SUPPLEMENTAL DATA**

None.

34. **CONTOURS AND DRAINAGE**

In general, the contours on the field prints depicted the relief very well. Some difficulty was encountered in justifying the placement of drainage, swamp limits and contours. Most of these problems could be attributed to scale of photographs, dark tone, fuzziness of detail and extensive sketching. Later photographs (24,000 series) are of very good scale, tone and sharpness. These photographs were carefully studied under the stereoscope to delineate drainage, swamp limits and shape the contours to fit the relief. It is believed that all major variances from the field surveys have been included on the discrepancy overlay.

It should be noted that along both sides of Durham Creek, there are several cases where the swamp limit line crosses and recrosses one or more contours. The field editor should check or investigate this condition.

35. **SHORELINE AND ALONGSHORE DETAILS**

Reference Items 7, 8 and 9.
35. SHORELINE AND ALONGSHORE DETAILS (Continued)

The shoreline was delineated by photo-interpretation without the benefit of adequate field notes as to swamp, marsh and MHW line or shoreline structures. Some items are included on the discrepancy overlay for the attention of completion surveys.

The shoreline inspection was inadequate. However, except for the shoreline along South Creek at Aurora, it is believed that further investigation is not necessary. See item 52.

No shoal lines were delineated since shallow areas were not discernible on the photographs.

36. OFFSHORE DETAILS

No unusual problems encountered.

37. LANDMARKS AND AIDS

Reference Item 10.

38. CONTROL FOR FUTURE SURVEYS

Reference Item 11.

One Form 524 is submitted. It has been listed under Item 49.

39. JUNCTIONS

This quadrangle joins T-8987 on the west, T-8979 on the north, T-8989 on the east. There is no contemporary survey to the south which is also project limits. All junctions are in agreement except along the west junction with T-8987. Several spots along this junction are included on the discrepancy overlay to be completed or verified during completion surveys.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement. See item 53
41. DITCHES

There is extensive cultivation where numerous ditches make up a complex drainage system. Only the main arteries of the pattern are delineated. The field editor should examine this pattern for correctness, completeness and make recommendations as to extending the system if deemed necessary.

46. COMPARISON WITH EXISTING MAPS

No topographic quadrangles or planimetric maps were available for this area.

47. COMPARISON WITH NAUTICAL CHARTS

U.S.C.&G.S. Nautical Chart 537, scale 1:40,000; 4th edition dated Sept. 1937, bearing a print date of 12 January 1948, is the only nautical chart in the area and only covers the north 42 minutes which is in good agreement.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

None.

william a. raure
for harold a. duffy
cartographer (photogrammetric)

approved and forwarded

ARTHUR L. WARDWELL
Chief of Party

vasw
50 PHOTOGRAMMETRIC OFFICE REVIEW
T-8988


CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines JG

MISCELLANEOUS

40. Jesse A. Giles

Reviewer

William A. Rasure

Supervisor, Review Section or Unit

41. Remarks (see attached sheet) Some of the roads are drafted slightly wider than specifications, but are believed to be centered.

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT
42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:
FIELD EDIT REPORT
Quadrangle T-3998
Ph-20(47)
Harry F. Garber, Chief of Party

51. METHODS

The field edit of this quadrangle was accomplished by traversing, via trucks, all passable roads, and walking to other areas in which the reviewer requested information, or for a general check on the adequacy of the map compilation. The alongshore water area was inspected from a skiff.

Corrections and additions were made by visual inspection in conjunction with standard survey instruments.

All deletions have been noted on the field edit sheet. Additions and corrections have been noted on the field edit sheet and field photographs numbers 21532, 21533, 22194, 22237, 24136. All work shown on the photographs is properly referenced on the discrepancy prints or field edit sheet.

The reviewer's questions are answered on the discrepancy prints whenever possible.

A legend appears on the field edit sheet indicating the different colored inks used for the various additions, corrections and deletions.

Geographic names revision appears on the geographic names print.

52. ADEQUACY OF COMPILATION

The map compilation, in general, is adequate and will be complete after field edit data has been applied.
53. **MAP ACCURACY**

In general, the accuracy of the map is good.

In the extreme southwest corner of the quadrangle some discrepancies were found in the placement of drainage, necessarily causing erroneous placement of the contours adjacent. Some corrections of the placement of contours were also made in the extreme northwest portion of the quadrangle.

54. **RECOMMENDATIONS**

It is recommended that all field data be thoroughly checked for accuracy and completeness before forwarding to compilation office.

It is also recommended that vertical accuracy tests be made before field data is forwarded to compilation office. Was not found to be necessary.

55. **EXAMINATION OF PROOF COPY**

It is believed that Mr. R. R. Bonner, land surveyor, of Aurora, N. C., is best qualified to examine a proof copy of this work.

**REFERENCE TO ITEM 48 - GEOGRAPHIC NAMES LIST - COMPIRAITION REPORT**

All geographic names which were to be investigated, have been properly shown on the Geographic Names print along with sufficient verification to support publication of these names. These are the names used by local inhabitants of long standing.

The name Guilford Station is a freight train stopping point for loading local produce and is widely known as such.

The name Respess Road is still in use by local inhabitants even though it has been greatly improved and included in the chain of state-maintained highways.

The church located northeast of Royal is renamed. This is an unfinished building which was started about three years ago, and is only about 50% completed. Local inhabitants do not know when it will be completed and ready for use. Shown as 2nd class 6/29.
56. LANDMARKS AND AIDS TO NAVIGATION

REFERENCE ITEM 10 - FIELD INSPECTION REPORT

The observation tower charted at Lat. 38°-19', Long. 76°-52', cannot be seen from navigable waters, therefore, is not suitable as a landmark for nautical charts.

All spar buoys, shown on chart 537, are in existence.

57. BRIDGES

REFERENCE ITEM 14 - FIELD INSPECTION REPORT

The bridge, swing type - highway, due east of Aurora, North Carolina, has been removed. Note: (This is bridge (C) on F.E.S.)

Bridge (D) is a fixed type highway bridge on N.C. 33 southeast of Aurora, N.C.

Bridge (E) was originally constructed as a swing type, however, at the time the field editor visited this bridge, the railroad tracks had been placed in such a manner as to prevent its opening. Local inhabitants stated that the bridge had not been opened for at least seven years, and the consensus is that it will never be opened again. There is a large sign in bad state of repair on the bridge, stating that this bridge will be opened if given 24 hours notice.

58. JUNCTIONS

REFERENCE Item 39 - Compilation Report

A satisfactory junction was made with quadrangle T-8987 on the west and T-8989 on the east. Quadrangle T-8979 on the north has not been received and there is no contemporary survey on the south.

Submitted
23 August 1950

James E. Kundley
Cartographer

Approved:

Harry T. Stahl
Chief of Party
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

PHOTOMETRIC REVIEW SECTION  
TO BE CHARTED  
STRIKE OUT ONE  

NORTH CAROLINA LANDMARKS FOR CHARTS  
Washington, N.C.  
10 May 1949  

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  

Harold A. Duffy  
Cartographer  

E. H. McCarthy, Chief of Party  

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH CAROLINA</td>
<td>LOOKOUT TOWER</td>
<td>Skeleton steel, fire lookout tower 100 feet high</td>
<td></td>
<td>35 19</td>
<td>397 76 52 4</td>
<td>M.A. Ind. Plot.</td>
<td>1927 T-8968</td>
<td>1946 x 537</td>
</tr>
</tbody>
</table>

See P 56 of Field Edt Report  

JR  

in accordance with Hydrographic Office pages 800 to 804.  Positions of charted landmarks and nonfloating
I recommend that the following objects which have not 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

Harold A. Daffy
Tampa Photogrammetric Office

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>STACK</td>
<td>AURORA, STACK</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LATITUDE</td>
</tr>
<tr>
<td>35°18'</td>
</tr>
<tr>
<td>452.1</td>
</tr>
<tr>
<td>1927</td>
</tr>
<tr>
<td>MGR.</td>
</tr>
<tr>
<td>TRIANGULATION</td>
</tr>
<tr>
<td>X</td>
</tr>
<tr>
<td>CHARTS AFFECTED</td>
</tr>
</tbody>
</table>

Station was reported destroyed during 1943 recovery.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating...
16 May 1949

To: District Engineer  
U. S. Engineer  
Wilmington, North Carolina

Subject: Bridge Clearances

Listed below are the discrepancies between measurements made by AC&GS Field Party and those listed on P 444 of "List of Bridges Over Navigable Waters in the United States", revised to 1 July 1941, on Bridges over South River (South Creek) N. C. Figures in parenthesis are those in Bridge Book.

<table>
<thead>
<tr>
<th>Miles above town</th>
<th>Nearest town</th>
<th>Type</th>
<th>Hor.</th>
<th>Hw.</th>
<th>Vert.</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Aurora</td>
<td>Hwy.</td>
<td>(40'L-40'R)</td>
<td>(5.2')</td>
<td>N. C. Hwy.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Swing</td>
<td>39'L-33.2'R</td>
<td>5.7'</td>
<td>Dept.</td>
<td></td>
</tr>
<tr>
<td>12.5</td>
<td>Royal</td>
<td>Hwy.</td>
<td>(35'L-35'R)</td>
<td>(4.7')</td>
<td>Wash.-Vandome</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Swing</td>
<td>33.6'L-34'R</td>
<td>5.4'</td>
<td>N. R. Co.</td>
<td></td>
</tr>
<tr>
<td>11.3</td>
<td>Aurora</td>
<td>Hwy.</td>
<td>(Constr. in 1948)</td>
<td>N. C. Hwy.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Conc.</td>
<td>38'</td>
<td>2.4'</td>
<td>Dept.</td>
<td></td>
</tr>
</tbody>
</table>

It is requested that you notify the Director of this agency in Washington, D. C. as to which measurements are to be used on nautical charts.

E. R. McCarthy  
Commander C&GS  
Chief of Party

cc: Director
GEOGRAPHIC NAME LIST

ATLANTIC COAST LINE RR (Washington and Vanderbilt)
AURORA
AURORA HIGH SCHOOL (Colored)

BAILEY CREEK
BEACHAM SAVANNA
BEAUFORT COUNTY
BERGERON ROAD
BETHEL CHURCH
BONNER CEMETERY (to be located by F.B.)
BONNER ROAD
BONNERTON
BROOME ROAD
BROOME SWAMP CREEK
CEDAR GROVE CHURCH
CREEKSUR ROAD
CUTTENELL ROAD
CYRUS RUN

DEEPOHOLE POINT
DRINKWATER CREEK
DUBLIN GROVE CHURCH & CEMETERY
DUBLIN ROAD
DURHAM CREEK
FRIENDSHIP CH. & CEM.
GUILFORD STATION
GUILFORD STATION ROAD
GUM SWAMP
GUM SWAMP ROAD
GUM SWAMP RUN

HAMPSON ROAD
HICKORY POINT ROAD
HIGH HILL CEMETERY
HOLLAND POINT
HOLY TEMPLE

IDALIA

JACKS CREEK
JACOBS CREEK
JEWELL POINT

LEE CEMETERY
LEE CREEK
LITTLE CREEK
48. GEOGRAPHIC NAME LIST (Continued)

MARYS CHAPEL  ✓
MONDAMIN AVENUE ✓
MOSES CHURCH ✓
MT. SHILOH CHURCH ✓

NORTH CAROLINA

OAKGROVE CHURCH  ✓
OLD DURHAM CREEK ROAD ✓
OLD SANDHILL ROAD ✓
Oakhaven Cem. ✓
PAMLICO RIVER ✓
PEEDTOWN ROAD ✓
PHILIP CHAPEL ✓
PORTER CREEK ✓

RESPESS ROAD ✓
RICHLAND TOWNSHIP ✓
ROXAL ✓
Rowe Cem. ✓
SANDY GROVE CHURCH ✓
ST. JOHN CHURCH (at Aurora) ✓
ST. JOHN CHURCH (at Bonnerton) ✓
ST. MATTHEW CHURCH ✓
ST. PETER CHURCH ✓
ST. STEPHEN CHURCH ✓
SANDY GROVE CHURCH (to be shown by C.E.) ✓
SANDY LANDING ROAD ✓
SILVERTHORN POINT ✓
SMALL ✓
SOUTH CREEK ✓
STATE No. 33 ✓
STATE No. 306 ✓

TAN SWAMP ✓
TOOLEY CREEK ✓

WATSON ROAD ✓
WEEEPING RACHEL CHURCH ✓
WEST ROAD ✓
WHITEHILL CHURCH & CEMETERY ✓
WHITHEURST CREEK ✓
WHITELY ROAD ✓

* Shown as Rowe Cemetery on PP2437, referred to field edit for clarification.

Names checked & approved
6-20-51
A.F.W.
62. **Comparison with Registered Topo Surveys:**

   This survey supersedes T-1210 (1871) 1:20,000
   T-1212 (1870) "
   T-6414 (1935) 1:10,000
   T-6415 "
   T-6416 "

63. **Comparison with maps of other Agencies:** None

64. **Comparison with contemporary Hydro Surveys:** None

65. **Comparison with Nautical Charts:**

   No. 537 1/12/48 1:40,000 The stack and swing bridge at Aurora should be deleted from the chart and the overhead cable and/or the submarine cable area shown. This survey should be applied to the chart when it is reconstructed. Changes and additions made during review are shown in red on the manuscript.

66. **Adequacy of Results:**

   This map complies with national map accuracy standards.

67. **Overlay:**

   An overlay has been prepared showing road classifications, control, etc. A list of control names has also been prepared. This map will be edited and published by the U. S. Geological Survey.

Reviewed by:

Jack L. Rihn, Cartographer

Approved:

Chief, Review Section
Division of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Division of Photogrammetry

Chief, Division of Coastal Surveys
Control Station names to be shown on published map

△ Stations

1. Bonner (C)
2. Durham (C)
3. Tooley (C)
4. Olga (C)
5. Eric (C)
6. Jeanne (C)
7. Sibyl (C)
8. Andy (C)
9. Llewellyn (C)
10. Amos (C)
11. Venus (C)
12. Beaver (C)
13. Kingfish (C)
14. Gneiss (C)
15. Windly (C)
16. Aurora (C)
17. Mary (C)
18. Louise (C)
19. Idalia (C)
20. Jacob (C)
21. Mon. 13A (E)
22. Mon. 24 (E)

⊙ Stations

1. Tower
HISTORY OF HYDROGRAPHIC INFORMATION

T-8988 - North Carolina

Hydrography was applied to the manuscript of this quadrangle in accordance with Division of Photogrammetry request of 8 August 1951, and with general specifications of 18 May 1949.

The depths are in feet at mean low water and originate with the following surveys and charts:

USC&GS Hydrographic Surveys
H-5946 (1935) 1:10,000
H-5918 (1935) 1:10,000

USC&GS Nautical Chart
537 (1951) 1:40,000

Bottom contours are shown at 6 feet.

The hydrography was compiled by R. E. Elkins and checked by G. F. Jordan.

R. E. Elkins - 10 Sept. 1951
Nautical Chart Branch