U.S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: TOPOGRAPHIC

Field No.: Ph-20(47) Office No.: T-8989

LOCALITY

State: NORTH CAROLINA

General locality: BEAUFORT COUNTY

Locality: SOUTH CREEK

1948-50

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

LIBRARY & ARCHIVES

DATE: February 19, 1953
DATA RECORD

Project No. (II): Ph-20(47)  Quadrangle Name (IV): South Creek, N.C.

Photogrammetric Office (III): Tampa, Fla.  Officer-in-Charge: Arthur L. Wardwell

Instructions dated (II) (III): 23 July 1948  Copy filed in Division of

Office Files

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): 6-6-50  Date reported to Nautical Chart Branch (IV): 6-23-50
Applied to Chart No. Date: Date registered (IV): 12 Jan 1953

Publication Scale (IV): 1:24,000

Geographic Datum (III): N.A. 1927

Vertical Datum (III): Mean sea level, except as follows:
Elevations shown as (2) 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): RODMAN 1935

Lat.: 35° 17' 08.926(275.1m)  Long.: 76° 41' 08.380(211.8m) Adjusted

Plane Coordinates (IV): North Carolina  State: Zone:
y = 566,982.70 Feet  x = 2,690,574.25 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): E. L. Williams

Date: 8 May - 30 Dec. 1948

Planetary contouring by (II): E. L. Williams

Date: 8 May - 30 Dec. 1948

Completion Surveys by (II): J. E. Hundley

Date: Sept. 1950

Mean High Water Location (III) (State date and method of location):
Oct.-Dec. 1948; Air Photo Compilation


Date: 10-4-48

Projection and Grids checked by (IV): 

Date: 

Control plotted by (III): R. R. Wagner

Date: 18 Oct 1948

Control checked by (III): B. F. Lampton

Date: 20 Oct 1948

Radial Plot

Date: 25 Nov 1949

Stereoscopic Instrument compilation (III):

Planimetry

Inapplicable

Contours

Date:

Manuscript delineated by (III): W. W. Dawson

Date: March 1950

Photogrammetric Office Review by (III): J. A. Giles

Date: March 1950

Elevations on Manuscript J. A. Giles
checked by (II) (III):

Date: March 1950

Form T-Page 3
### 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>22239</td>
<td>29 Mar 1948</td>
<td>15 37</td>
<td>1:20,000</td>
<td>No periodic Tide</td>
</tr>
<tr>
<td>22240</td>
<td>29 Mar 1948</td>
<td>15 37</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21135</td>
<td>21 Dec 1948</td>
<td>12 52</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21134</td>
<td>21 Dec 1948</td>
<td>12 51</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22196</td>
<td>29 Mar 1948</td>
<td>13 58</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21690</td>
<td>26 Jan 1948</td>
<td>13 52</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21691</td>
<td>26 Jan 1948</td>
<td>13 53</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Tide (III)

Appreciable

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Spring Range</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 50.8
Shoreline (More than 200 meters to opposite shore) (III): 12.3
Shoreline (Less than 200 meters to opposite shore) (III): 9.2
Control Leveling - Miles (II): 16.7
Number of Triangulation Stations searched for (II): 32[^1]
   - Recovered: 17
   - Identified: 11
Number of BMs searched for (II): 19
   - Recovered: 18
   - Identified: 18
Number of Recoverable Photo Stations established (III): 12[^2]
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

[^1]: Station 2129, 1949 established as a topographic station by the field inspector is considered as third order or better. Form 505 has been submitted herewith.
Summary to Accompany T-8989

Topographic map T-8989 is one of a series of 32 maps, graphically compiled, in Project Ph-20(47). The field operations included complete field inspection and plane-table 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 7'30" minute quadrangle. The registered copies under T-8989 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-8969
(35-15/76 - 37.5/7.5)
Project Ph-20(47)

Riley J. Sipe, 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 the 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>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>M. A. Stewart</td>
<td>Third-order levels</td>
<td>Sep. to Oct., 1947</td>
</tr>
<tr>
<td>Engr. Aid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. L. Williams</td>
<td>Fly Levels</td>
<td>May 8, 1948 to</td>
</tr>
<tr>
<td>Cartographer</td>
<td>Contours</td>
<td>December 30, 1948</td>
</tr>
<tr>
<td></td>
<td>Horizontal Control</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Recovery</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shoreline and Field Inspection</td>
<td></td>
</tr>
</tbody>
</table>

1. DESCRIPTION OF THE AREA

This quadrangle is in Beaufort County, North Carolina. Along the quadrangle's eastern edge lies Goose Creek Canal, a part of the Intracoastal Waterway. Parts of Pamlico River and of South Creek, a tributary, occupy the north eastern corner of the quadrangle.

Indian Island is in the Pamlico River. At one time this island, now un-inhabited, was under cultivation. The fields have grown up in pine, but the furrows and ditches are still distinguishable. The island has an area of about 80 acres, about 4 of which is marsh. A small summer colony is on Hickory Point just west of Indian Island.

The central portion of the quadrangle is under cultivation. The fields are very flat, though cut up by many drainage ditches.

A large and inaccessible swamp is in the southern part of the quadrangle. In the southwest corner of the quadrangle the Atlantic Coastline Railroad goes through this swamp. Other than that, the only way to traverse the swamp is by game trails.

South Creek is the largest settlement and the only village. It is inhabited by fishermen. A large crab factory is located there. Farming is the predominating industry in the quadrangle.
2. **COMPLETENESS OF FIELD INSPECTION**

The field inspection of this quadrangle is believed to be complete. All features are adequately classified and identified on the photographs.

Woodland cover was classified in accordance with Photogrammetry Instructions No. 21, date 18 August 1948.

Field inspection of the quadrangle has been done for most of the quadrangle on one photograph on which no other notes appear. The field inspection of buildings was done in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948. The location of the new road from Aurora to Hobucken and the canal along its south edge has not been shown. A new flight of photographs to be taken at a later date will show the new road and canal.

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 Form 526 submitted. A sufficient number of stations were identified for control of the radial plot.

No supplemental control was established during field inspection.

Triangulation station WALLY, 1935 has been destroyed. It was replaced by WALLY 2, 1948, which is located a short distance away.

5. **VERTICAL CONTROL**

Sixteen third-order bench marks were established in this quadrangle. One of these has been destroyed. 16.7 miles of fly levels were run to furnish supplemental control for contouring. Three tidal bench marks were recovered, one of these was included in the third-order level line.

6. **CONTOURS AND DRAINAGE**

Contouring was done on 1:20,000 scale photographs by planetable methods.

Highest ground is in the southwest part of the quadrangle. Though it is 13 feet above sea level it is more swampy than the lower land. This is because even the largest drains do not reach very far back into this great expanse of flat ground and the water is trapped in the pot holes left by fire. Drainage is a major concern of the farmers, who have criss-crossed
their fields with drains and cleared and deepened the natural drains. In several cases, the natural drains have been straightened and spoil has been cast along the resulting canal so that the tributaries natural to the drain are blocked for short distances.

7. MEAN HIGH WATER LINE

Mean high water line is as photographed. However, along the north shore of Indian Island and in many place along the south side of South Creek many trees have eroded and lie in the water as far as 20 feet from the M.H.W.L.

8. LOW WATER LINE

Mean low-water line is the same as mean high-water line, because there is no periodic tide.

9. WHARVES AND SHORELINE STRUCTURES

Adequately covered by photographs.

10. DETAILS OFFSHORE FROM THE HIGH-WATER LINE

Duck blinds, all of which are of a temporary nature, were disregarded.

11. LANDMARKS AND AIDS TO NAVIGATION

No landmarks exist in the quadrangle. Only one fixed aid to navigation exists in the quadrangle. It was identified on the photograph.

12. HYDROGRAPHIC CONTROL

At no place along the shore does the interval between triangulation stations, lights, and topographic stations exceed 1.5 miles.

13. LANDING FIELDS AND AERONAUTICAL AIDS

No landing fields or aeronautical aids are in the quadrangle.

14. ROAD CLASSIFICATION

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

15. BRIDGES

No bridges over navigable water exist in the quadrangle.
16. BUILDINGS AND STRUCTURES

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

17. BOUNDARY MONUMENTS AND LINES

Four tracts owned by the state as game preserves are in the quadrangle. Sufficient corners were recovered and identified so that they can be plotted by the legal descriptions. Part of another large tract which is also a state game preserve is in the quadrangle. One of two corners (and the only marked corner) in the quadrangle was recovered and identified.

For legal descriptions of all boundaries in the project, see Special Boundary Report by Wilber H. Nelson. Filed in Div. of Photogrammetry under project data.

18. GEOGRAPHIC NAMES

This will be the subject of a Special Report which will be submitted by Wilber H. Nelson at a later date, filed in Geo. Names Section, Div. of Charts.

Submitted:
26 January 1949
E. L. Williams
E. L. Williams
Cartographer

Approved:
26 January 1949

Riley J. Sipe
Chief of Party
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\nu$-COORDINATE</th>
<th>LONGITUDE OR $\lambda$-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>
</tr>
</thead>
<tbody>
<tr>
<td>SNOBE, 1935</td>
<td>C, P, or P, 374</td>
<td>1927</td>
<td>35 18</td>
<td>01,313</td>
<td>40.5 (1908.6)</td>
<td></td>
<td>40.5 (1908.6)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1927</td>
<td>76 29</td>
<td>05,780</td>
<td>146.0 (1269.9)</td>
<td></td>
<td>146.0 (1269.9)</td>
</tr>
<tr>
<td>RODHAN, 1935</td>
<td>P, 378</td>
<td></td>
<td>35 17</td>
<td>08,926</td>
<td>275.1 (1573.9)</td>
<td></td>
<td>275.1 (1573.9)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>76 43</td>
<td>08,360</td>
<td>211.87 (1304.4)</td>
<td></td>
<td>211.87 (1304.4)</td>
</tr>
<tr>
<td>WALLY, 1939</td>
<td>P, 374</td>
<td></td>
<td>53 16</td>
<td>16,130</td>
<td>497.1 (1351.9)</td>
<td></td>
<td>497.1 (1351.9)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>76 28</td>
<td>55,204</td>
<td>1392.8 (1233.7)</td>
<td></td>
<td>1392.8 (1233.7)</td>
</tr>
<tr>
<td>SUB-GUTA PINES,</td>
<td>Comp</td>
<td></td>
<td>35 21</td>
<td>19,573</td>
<td>Not Q St</td>
<td></td>
<td>329.8 (1523.3)</td>
</tr>
<tr>
<td>1935</td>
<td></td>
<td></td>
<td>76 44</td>
<td>28,516</td>
<td>468.2 (1046.7)</td>
<td></td>
<td>468.2 (1046.7)</td>
</tr>
<tr>
<td>FONK, 1935</td>
<td>C, P, or P, 398</td>
<td></td>
<td>35 20</td>
<td>52,450</td>
<td>1616.0 (2327.7)</td>
<td></td>
<td>1616.0 (2327.7)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>76 41</td>
<td>59,234</td>
<td>1495.7 (1933)</td>
<td></td>
<td>1495.7 (1933)</td>
</tr>
<tr>
<td>S P MAYO</td>
<td>Comp</td>
<td></td>
<td>35 18</td>
<td>16,04</td>
<td>1428.1 (1305.3)</td>
<td></td>
<td>1428.1 (1305.3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>76 42</td>
<td>45,219</td>
<td>1141.7 (374.2)</td>
<td></td>
<td>1141.7 (374.2)</td>
</tr>
<tr>
<td>WALLY 2, 1946</td>
<td>C, P, or P, 630</td>
<td></td>
<td>35 16</td>
<td>16,799</td>
<td>517.7 (1331.3)</td>
<td></td>
<td>517.7 (1331.3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>76 38</td>
<td>54,994</td>
<td>1390.0 (1205.9)</td>
<td></td>
<td>1390.0 (1205.9)</td>
</tr>
<tr>
<td>WALLY 2, 1946</td>
<td>P, 630</td>
<td></td>
<td>35 16</td>
<td>17,610</td>
<td>528.2 (1324.8)</td>
<td></td>
<td>528.2 (1324.8)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>76 39</td>
<td>08,579</td>
<td>216.8 (1299.7)</td>
<td></td>
<td>216.8 (1299.7)</td>
</tr>
</tbody>
</table>

1 FT. = 0.3048006 METER

COMPUTED BY: B.F. LAMPTON  DATE: Sept. 22, 1948
CHECKED BY: B.R. LLAGNER  DATE: Sept. 27, 1948
<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</th>
<th>DATUM CORRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHEMEX ON LATE HOUSE 1924 P. 492</td>
<td>1927</td>
<td>39 21 46.297</td>
<td>76 41 44.933</td>
<td>Destroyed</td>
<td>1136.6 (482.9)</td>
<td>893.0 (621.0)</td>
</tr>
<tr>
<td>HULL 1933 P. 429</td>
<td></td>
<td>39 21 44.955</td>
<td>76 41 35.103</td>
<td></td>
<td>1366.6 (482.5)</td>
<td></td>
</tr>
<tr>
<td>BERRY 1935 P. 398</td>
<td></td>
<td>35 21 35.139</td>
<td>76 41 35.200</td>
<td></td>
<td>1082.9 (766.2)</td>
<td>860.2 (654.6)</td>
</tr>
<tr>
<td>GRASS 1935 P. 398</td>
<td></td>
<td>35 21 33.847</td>
<td>76 41 34.073</td>
<td></td>
<td>1043.1 (806.9)</td>
<td>860.2 (654.6)</td>
</tr>
<tr>
<td>SHAD 1932 P. 413</td>
<td></td>
<td>35 21 36.732</td>
<td>76 39 46.660</td>
<td>Destroyed</td>
<td>1194.8 (654.2)</td>
<td>1178.5 (536.3)</td>
</tr>
<tr>
<td>BIANCH 1914 P. 428</td>
<td></td>
<td>35 21 33.955</td>
<td>76 39 46.660</td>
<td></td>
<td>1201.4 (649.6)</td>
<td>1181.7 (533.1)</td>
</tr>
<tr>
<td>BUZ 1935 P. 378</td>
<td></td>
<td>35 21 38.274</td>
<td>76 38 38.117</td>
<td>Not shown or manuscript</td>
<td>1179.9 (669.6)</td>
<td>962.3 (552.5)</td>
</tr>
<tr>
<td>DUCK-HELD &quot;B&quot; 1914 P. 432</td>
<td></td>
<td>35 21 37.366</td>
<td>76 41 59.342</td>
<td>Because very poor condition</td>
<td>1151.5 (697.5)</td>
<td>1158.2 (697.5)</td>
</tr>
<tr>
<td>DUCK-HELD &quot;C&quot; 1914 P. 432</td>
<td></td>
<td>35 21 39.60</td>
<td>76 41 19.40</td>
<td>Destroyed</td>
<td>1220.4 (828.7)</td>
<td>1239.3 (1075.5)</td>
</tr>
<tr>
<td>LITCHFIELD, 1935 P. 398</td>
<td></td>
<td>35 21 24.465</td>
<td>76 43 25.122</td>
<td></td>
<td>754.0 (1095.1)</td>
<td>634.3 (880.6)</td>
</tr>
<tr>
<td>PINES 1935 P. 399</td>
<td></td>
<td>35 21 03.886</td>
<td>76 44 15.562</td>
<td></td>
<td>119.8 (1729.3)</td>
<td>392.9 (1122.1)</td>
</tr>
</tbody>
</table>

1 FT. = 0.304800 METERS

COMPUTED BY: D. E. Lopnton

DATE: Sept. 22, 1948

CHECKED BY: H. G. Wagner

DATE: Sept. 27, 1948
<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>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS, FORWARD/BACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>THREE</td>
<td>1935</td>
<td>N.A.</td>
<td>38 20 59.20</td>
<td></td>
<td>Destroyed</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P.398</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SOUTH</td>
<td>1934</td>
<td>N.482</td>
<td>35 20 59.20</td>
<td></td>
<td>Destroyed</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P.482</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GATHERING</td>
<td>1935</td>
<td>P.398</td>
<td>35 20 59.75</td>
<td></td>
<td>Destroyed</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LARK</td>
<td>1935</td>
<td>P.399</td>
<td>35 20 53.45</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SYDICATE</td>
<td>1935</td>
<td>P.399</td>
<td>35 20 58.93</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LONG,</td>
<td>1935</td>
<td>P.399</td>
<td>35 20 16.95</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARY</td>
<td>1935</td>
<td>P.378</td>
<td>35 18 57.42</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPRING</td>
<td>1924</td>
<td>P.308</td>
<td>35 20 58.30</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INDIAN SLIDE</td>
<td>1935</td>
<td>P.398</td>
<td>35 22 27.41</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CREEK</td>
<td>1935</td>
<td>P.374</td>
<td>35 39 31.22</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 0.3048006 METER

PHOTOGRAIMETRIC PLOT REPORT

This report was submitted with T-8996 as part of descriptive report for T-8996.

31. DELINEATION

The graphic method was used in the delineation of this manuscript. The photographs were generally of good scale and the field inspection was adequate.

32. CONTROL

Sufficient control was plotted and placement was such that no difficulty was encountered in the securing of additional detail points for the successful completion of the manuscript.

33. SUPPLEMENTAL DATA

None.

34. CONTOURS AND DRAINAGE

Contours were delineated as shown by the topographer with some minor changes. Some difficulty was encountered in delineating a few inland streams, even with the aid of the stereoscope, due to heavy vegetation.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate, and all alongshore details were delineated as depicted by the field inspection.

36. OFFSHORE DETAILS

None shown. (Reference Item 47).

37. LANDMARKS AND AIDS

No landmarks were shown and no difficulty was encountered in the radial location of the one aid.
38. CONTROL FOR FUTURE SURVEYS
Thirteen cards, form 524, are submitted and listed under Item 49.

39. JUNCTIONS
This quadrangle joins T-8995 on the south, T-8990 on the east and T-8988 on the west. All junctions are in agreement. T-8980 to the north is not compiled.

40. HORIZONTAL AND VERTICAL ACCURACY
No statement.

46. COMPARISON WITH EXISTING MAPS
No topographic quadrangles were available for this area.

Comparison was made with Planimetric Maps, T-5557 and T-5559, scale 1:10,000, dated 1935. These maps were found to be in good agreement except for minor changes.

47. COMPARISON WITH NAUTICAL CHARTS
Comparison has been made with Chart No. 537, scale 1:40,000, edition of 1937, bearing a print date of 2 Jan. 1948.

The maps mentioned under Item 46 were apparently used for the planimetry of the chart. The same differences were noted.

Numerous offshore features charted as piling and wrecks, were not recovered during field inspection and will be brought to the attention of the field editor.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY
None.

ITEMS TO BE CARRIED FORWARD
None.

Approved and Forwarded

Arthur L. Wardwell
Chief of Party

W. W. Dawsey
Cartographic Survey Aid
50 PHOTOGRAMMETRIC OFFICE REVIEW
T- 8989


CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines ________

MISCELLANEOUS
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

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: ________

N-2623-12
FIELD EDIT REPORT
Quadrangle T-8989
Project Ph-20(47)
Harry F. Garber, Chief of Party

51. METHODS

The field edit of this quadrangle was accomplished by traversing, via truck, all possible 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 shoreline 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 photograph number 22196. All work shown on this photograph is properly referenced on the discrepancy print or field edit sheet.

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

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

No systematic check of Geographic Names was made in this area.

52. ADEQUACY OF COMPILATION

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

53. MAP ACCURACY

The accuracy of the map is good. No major discrepancies were found.

54. RECOMMENDATIONS

No comment.

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.
56. AIDS TO NAVIGATION

Reference Item 11 - Field Inspection Report, All floating and non-floating aids shown on Charts 537 and 1231, for this area, are in existence.

57. JUNCTIONS

A satisfactory junction has been made with quadrangle T-8988 on the west. Quadrangles T-8980 and 8990 have not been received. Quadrangle T-8995 was not available for checking of junction.

Submitted,
29 September 1950

James E. Hundley
Cartographer

Approved
6 October 1950

Harry F. Garber
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 W. W. Dawson

Tampa Photogrammetric Office

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>INDIAN ISLAND SLIP, RED</td>
</tr>
<tr>
<td>DESCRIPTION</td>
<td>SLATTED PILE STRUCTURE</td>
</tr>
<tr>
<td>LATITUDE</td>
<td>35 21</td>
</tr>
<tr>
<td>LONGITUDE</td>
<td>1153.2 76 40</td>
</tr>
<tr>
<td>DATUM</td>
<td>1927</td>
</tr>
<tr>
<td>METHOD OF LOCATION AND SURVEY</td>
<td>Triang</td>
</tr>
<tr>
<td>DATE OF LOCATION</td>
<td>1935</td>
</tr>
<tr>
<td>HARBOR CHART</td>
<td>X</td>
</tr>
<tr>
<td>ISHORE CHART</td>
<td>1231</td>
</tr>
<tr>
<td>CHARTS AFFECTED</td>
<td>537</td>
</tr>
</tbody>
</table>
ALLIANCE LANDING
ALLIGATOR GUT
ATLANTIC COAST LINE R.R.

BARNETT GUT
BATH TOWNSHIP
BEAR GRASS POINT
BEAUFORT COUNTY
BETTY CREEK
BETTY POINT
BIG KERNEL TREE BRANCH
BIG POND GUT
BOND CREEK
BONNER ROAD
BOSTIC POINT
BRICKHILL POINT
BUOY POINT

CAMPBELL CREEK
CAMPBELL CREEK (Community)
CAMPBELL CREEK CHURCH
CAMPHION GUT
CARRIE CREEK
CEMAR POINT
CUFF TANKIN CREEK
CYPRESS POINT

DAVIS CREEK
DUMPLIN GUT
DUMPLIN CREEK

EAST POINT
EAST POGG

FACEING GUT
FLANNIGAN GUT
FLOWER POINT
FORK POINT

STATE GAME
GOOSE CREEK REFUGE TRACT NO. 2
GOOSE CREEK REFUGE TRACT NO. 3
GOOSE CREEK REFUGE TRACT NO. 4
GOOSE CREEK REFUGE TRACT NO. 5
GOOSE CREEK REFUGE TRACT NO. 6
GRAY GUT
GIN POINT
GIN SWAMP
<table>
<thead>
<tr>
<th>Geographic Name List (Continued)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hatter Creek</td>
</tr>
<tr>
<td>Hauldon Point</td>
</tr>
<tr>
<td>Herring Point</td>
</tr>
<tr>
<td>Hickory Point</td>
</tr>
<tr>
<td>Hickory Point Road</td>
</tr>
<tr>
<td>Hobucken Road</td>
</tr>
<tr>
<td>Holland Point</td>
</tr>
<tr>
<td>Huddy Gut</td>
</tr>
<tr>
<td>How Point</td>
</tr>
<tr>
<td>Indian Island</td>
</tr>
<tr>
<td>Indian Island Slue</td>
</tr>
<tr>
<td>Lee Creek</td>
</tr>
<tr>
<td>Little Kernel Tree Branch</td>
</tr>
<tr>
<td>Long Creek</td>
</tr>
<tr>
<td>Lower Spring Creek</td>
</tr>
<tr>
<td>Mayo Road</td>
</tr>
<tr>
<td>Mill Creek</td>
</tr>
<tr>
<td>Mt. Olive Church</td>
</tr>
<tr>
<td>Muddy Creek</td>
</tr>
<tr>
<td>Myrtle Mash Gut</td>
</tr>
<tr>
<td>N.E. Prong</td>
</tr>
<tr>
<td>Neshar Gut</td>
</tr>
<tr>
<td>North Carolina</td>
</tr>
<tr>
<td>Old Mill Point</td>
</tr>
<tr>
<td>Old Field Point</td>
</tr>
<tr>
<td>Old House Cove</td>
</tr>
<tr>
<td>Overton Creek</td>
</tr>
<tr>
<td>Pallico County</td>
</tr>
<tr>
<td>Pallico River</td>
</tr>
<tr>
<td>Patia Creek</td>
</tr>
<tr>
<td>Persimmon Tree Landing Gut</td>
</tr>
<tr>
<td>Peterson Creek</td>
</tr>
<tr>
<td>Pitch Hole Gut</td>
</tr>
<tr>
<td>Pot Gut</td>
</tr>
<tr>
<td>Reads Chapel</td>
</tr>
<tr>
<td>Reed Point</td>
</tr>
<tr>
<td>Richland Township</td>
</tr>
<tr>
<td>Robbin Gut</td>
</tr>
<tr>
<td>Sage Point</td>
</tr>
<tr>
<td>Sandy Landing</td>
</tr>
<tr>
<td>Sandy Landing Road</td>
</tr>
</tbody>
</table>

Note: "Marsh" and "Northwest" are marked with red ink. The note "two features of this name" is written in red ink. "Saint Kate Church" is also marked in red ink.
48. GEOGRAPHIC NAME LIST (Continued)

- SCHOOL HOUSE GUT
- SCOOTER CREEK
- SHADY CROVE CHURCH
- SHEEP PEN POINT
- SHEEPSECK CREEK
- SHOP GUT
- SHORT CREEK
- SMITH CREEK
- SNODE CREEK
- SOUTH CREEK
- SOUTH CREEK (Community)
- SOUTH CREEK CHURCH
- SPRING CREEK (Community)
- SPRING CREEK CHURCH
- SPRING CREEK ROAD
- ST. ICKS CHURCH
- STRAWBERRY CREEK
- SYFAX POINT
- TAR LANDING GUT
- TETERTON GUT
- TETERTON LANDING
- TOLL KILLY CREEK
- TUTHILL POINT
- WALKSHAW GUT
- WEST END
- WHITTOURST POINT
- WILSON GUT
- WOOD LANDING POINT

- N.C. 33

Springer Avenue

Names underlined are approved, after Field Edit. 5-15-51
L. Heck
62. **Comparison with Registered Topo Surveys:**
   This survey supersedes T-1212 (1870) 1:20,000
   T-1213 (1870) 1:20,000  T-5558 (1935) 1:10,000
   T-5557 (1935) 1:10,000  T-6407 (."
   T-6414 (1935) 1:10,000 for nautical charting purposes.

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

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

65. **Comparison with Nautical Charts:**
   No. 832 9/22/47 1:40,000
   No. 1231 2/20/50 1:80,000

   This survey should be applied to these charts when they are reconstructed. Changes and additions made during review are shown in red ink on the manuscript.

66. **Aids and Landmarks:**
   Aids are listed on Form 567 and filed as Chart Letter No. 118(1950) in the Division of Charts. See copy following Field Edit Report.

67. **Adequacy Results:**
   This map complies with national map accuracy standards.

68. **Overlay, etc:**
   An overlay has been prepared showing road classification, control, etc. A list of control names has also been prepared. This map will be edited and published by the U.S. Geological Survey. All edges have been joined to adjacent maps.

Reviewed by:

[Signature]
Jack L. Allyn, Cartographer

Approved by:

[Signature]
Chief, Review Section
Division of Photogrammetry

[Signature]
Chief, Division of Photogrammetry

[Signature]
Chief, Nautical Chart Branch
Div. of Charts

[Signature]
Chief, Division of Coastal Surveys
Hydrography T-8989

Hydrography was compiled according to general instructions of May 18, 1949 from C&GS Hydro Surveys:

H-5876 (1935) 1:10,000
H-5874  "  "
H-5914  "  "
H-5946  "  "

It was compared with C&GS Nautical Charts:
537 (1948) 1:100,000
1231 (1950) 1:50,000

Depths are in feet at mean low water; the 6 and 12 foot curves have been shown. Compiled by J. L. Rihn, checked by R. E. Elkins.

J. L. Rihn
6-14-51
Div. of Photogrammetry