Diag. Cht. No. 1228-3

Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Ph-45 (49)</td>
</tr>
<tr>
<td>Office No.</td>
<td>T-9154</td>
</tr>
</tbody>
</table>

LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Albemarle Sound</td>
</tr>
<tr>
<td>Locality</td>
<td>Columbia</td>
</tr>
</tbody>
</table>

1945-53

CHIEF OF PARTY
Harry F. Carber, Chief of Field Party
J. E. Waugh, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE          October 6, 1955
DATA RECORD

T-9154

Project No. (II): Ph-45(49)  Quadrangle Name (IV):

Field Office (II): Edenton, N. C.  Chief of Party: Harry F. Garber
Photogrammetric Office (III): Tampa, Florida  Officer-in-Charge: J. E. Waugh

Instructions dated (II) (III):  16 September 1949
19 January 1950 (Supplement One)
15 May 1951 (" Two)

Copy filed in Division of Photogrammetry (IV) 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): OCT 6 1952
Date reported to Nautical Chart Branch (IV): OCT 9 1952
Date registered (IV): 8-15-55

Publication Scale (IV):
Geographic Datum (III): N.A. 1927

Vertical Datum (III): MSL
Mean sea level except as follows:
Elevations shown as (2) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): SIG, 1917

Lat.: 35° 55' 04.631 (142.7m.)  Long.: 76° 17' 02.393 (60.0m.)

Plane Coordinates (IV): Lambert  State: N.C.  Zone:

Y =
X =

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.
All contouring done by Matthew A. Stewart

Cartographic Survey Aid

Areas contoured by various personnel
(Show name within area)

(II) (III)
DATA RECORD

Field Inspection by (II):
Richard E. Conway, Jr., Cart. Sur. Aid
Henry R. Spies, Cart. Sur. Aid
Date: Jan., 1951
March, 1951

Planetable contouring by (II):
Matthew A. Stewart,
Cart. Sur. Aid
Date: Jan., 1951

Completion Surveys by (II):
James E. Hundley
Date: Apr 1953

Mean High Water Location (III) (State date and method of location):
Air Photo Compilation
Identified on 1949 photographs

Projection and Grids ruled by (IV):
L. B. C. (W.O.)
Date: 20 June 1951

Projection and Grids checked by (IV):
H. D. W. (W.O.)
Date: 25 June 1951

Control plotted by (III):
R. J. Pate
Date: 2 August 1951

Control checked by (III):
I. I. Saperstein
Date: 3 August 1951

Radial Plot on Stereoscopic
Control extension by (III):
M. M. Slavney
Date: 29 November 1951

Stereoscopic Instrument compilation (III):
Planimetry
Contours

Manuscript delineated by (III):
R. Dossett
Date: 2 April 1952

Photogrammetric Office Review by (III):
J. A. Giles
Date: 23 September 1952

Elevations on Manuscript
checked by (III):
J. A. Giles
Date: 19 September 1952
Camera (kind or source) (III): Fairchild Cartographic 6" Metrogon lens, Camera "0"
USC&GS Nine-lens, 8 1/4" focal length

<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>19-0-1855-1857 (incl.)</td>
<td>6 Dec. 1949</td>
<td>11:55</td>
<td>1:20,000</td>
<td>Tide negligible *</td>
</tr>
<tr>
<td>33200</td>
<td>17 Mar. 1951</td>
<td>12:49</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>33201</td>
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<td>12:50</td>
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</tr>
<tr>
<td>33214</td>
<td>&quot;</td>
<td>12:56</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

Tide (III)

Reference Station:  
Subordinate Station:  
Subordinate Station: * Less Than 1/2 foot.

Washington Office Review by (IV): Everett H. Ramsey

Final Drafting by (IV):  
Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 34
Shoreline (More than 200 meters to opposite shore) (III): 28
Shoreline (Less than 200 meters to opposite shore) (III): 9.4
Control Leveling - Miles (II): 39.6 Fly levels

* Number of Triangulation Stations searched for (II): 26 Recovered: 11 Identified: 6
* Number of BMs searched for (II): 12 Recovered: 11 Identified: 9
Number of Recoverable Photo Stations established (III): 10 see § 11 Ref. Appt.
Number of Temporary Photo Hydro Stations established (III): 0

Remarks:

* Includes two stations outside of project limits to control radial plot.
Summary to Accompany Topographic Map T-9154

Topographic map T-9154 is one of eighteen similar maps in Project Ph-45(49). It covers portions of the Scuppernong River and Albermarle Sound in North Carolina and adjacent land area.

Project Ph-45(49) is a graphic compilation project. Field work in advance of compilation included the recovery and identification of horizontal and vertical control, the establishment of some additional control, complete shoreline and interior inspection, the delineation of 5-foot contours directly on the photographs by planelable methods and the investigation of geographic names and political boundaries.

Map T-9154 was compiled at a scale of 1:20,000 using single-lens photographs taken in 1949 and nine-lens photographs taken in 1951. The map was field edited. After the addition of hydrography the map will be published by the Geological Survey as a standard 7\(\frac{1}{2}\)" topographic quadrangle.

Items registered under T-9154 will be a descriptive report, copies of the map manuscript at a scale of 1:20,000 and the published map at a scale of 1:24,000.
FIELD INSPECTION REPORT
Quadrangle T-9154
Project Ph-45(49)

The field work for this quadrangle was done during the
fall and winter of 1950-51 in accordance with Instructions, dated
15 September 1949 and Supplement One, dated 19 January 1950, under
the direction of George E. Varnadoe, Supervisor, and Harry F. Garber,
Chief of Party.

In addition to the contouring as indicated on Page 2, field
work was done by the following personnel:

<table>
<thead>
<tr>
<th>Name and Title</th>
<th>Phase</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard E. Coneway, Jr.</td>
<td>Recovery of Stations</td>
<td>Dec.-Jan.,</td>
</tr>
<tr>
<td>Cart. Sur. Aid</td>
<td>Interior Inspection</td>
<td>1950-51</td>
</tr>
<tr>
<td>Richard E. McGlinchey</td>
<td>Traverse</td>
<td>Feb. 1951</td>
</tr>
<tr>
<td>Cart. Sur. Aid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Henry E. Spieq</td>
<td>Location of Aids to</td>
<td>March, 1951</td>
</tr>
<tr>
<td>Cart. Sur. Aid</td>
<td>Navigation, Shoreline</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inspection, Interior</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inspection</td>
<td></td>
</tr>
</tbody>
</table>

2. AREAL FIELD INSPECTION

The salient features within this quadrangle are the incorporated
Columbia is the county seat of Tyrrell County, and the only settlement
within the limits of the sheet. A large sawmill is operated just
west of the town. There is a limited amount of navigation on the
Scuppernong River consisting principally of lumber barges and fishing
craft.

The principal industries are agriculture, lumbering, and a
limited amount of commercial fishing.

The general character of the area is a mixture of swampland,
and slightly higher ground averaging about six feet in elevation.
The highest natural elevation is sixteen feet. This higher ground
is generally cleared for agriculture, giving a spotty effect of open
areas.

The quality of the field photographs was good.
3. HORIZONTAL CONTROL

(a) As all of the USE traverse stations along the road from Columbia to Fairfield had been lost through road improvement, a third order traverse was run from triangulation station Sawyer, 1938, to USE station G-1, 1942, to establish additional control. A spur line was run to station SIG-1917 for a check. This spur line is the only portion of the traverse within the triangle. No control points were established along this line. [USE control along US64 recovered and identified.  ENR]

(b) No datum adjustments were made.

(c) A USE station, SCR-R-6, was found on the Scuppernong River, and its position requested from the U.S. Engineers. It was found that this was a station of lower order triangulation, where an angles base had been measured and the angles observed with a sextant. There was no tie to the 1927 N.A. Datum. This mark was treated as a topographic station, to be located by the photogrammetric plot.

(d) All of the triangulation stations, with the exception of BUNTON, 1917, and SIG, 1917, along Albemarle Sound and the Scuppernong River, have been lost through erosion. Mr. Ralph Berry, Chief of Planning Section, examined the amount of available horizontal control within this quadrangle in January, 1951, and verbally stated that it was sufficient to control the radial plot. [See 552]

In order to provide control for locating Aids to Navigation, topographic station LADY, 1951, was located by theodolite with a closed single triangle, using the line BUNTON - LAUREL POINT LIGHT as a base. [Third order or better: p 316, G.P.'s  ENR]

(e) All "lost" stations have been reported on Form 526.

(f) USE stations D-1, 1942, and C-2, 1942, just west of the project limits, have been identified to control the radial plot.

4. VERTICAL CONTROL

(a) Third order bench marks along highway No. 64 west of Columbia were used for vertical control. These marks were established by the U. S. C. & G. S. in 1948. Elevations of the USE traverse monuments were obtained at the same time. The adjusted elevations of the bench marks were used. A list of these marks is as follows:

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>N-245</td>
<td>T-245</td>
</tr>
<tr>
<td>P-245</td>
<td>Pipe Station E-2</td>
</tr>
<tr>
<td>Q-245</td>
<td>Pipe Station F-1</td>
</tr>
<tr>
<td>R-245</td>
<td>Pipe Station F-2</td>
</tr>
<tr>
<td>S-245</td>
<td>Tidal BM 1 Columbia</td>
</tr>
</tbody>
</table>

Tidal bench marks nos. 1 and 2 were recovered at Columbia; no. 3 could not be found.
(b) Fly levels were run to provide additional control, beginning and closing on third order bench marks. The largest closing error was 0.35 foot between 54-18 and 54-30. No adjustment was made.

(c) The first and last fly level points are 54-1 and 54-49.

5. CONTOURS AND DRAINAGE

Planstable contouring was done directly on field photographs at five-foot intervals. Spot elevations were carried to the edge of swamps. Except for short spur lines, the planstable traverses were closed loops.

The area is drained by Albemarle Sound and the Soupernong River and its tributaries. The drains were partially delineated on the field photographs.

6. WOODLAND COVER

The line of demarcation between woodland and swamp called for a nicety of judgment, as much of the woodland is low and wet, and yet not true swamp. This dividing line was governed according to the class of vegetation. The true swamp timber is cypress, juniper, and gum, while the upland timber is predominantly pine. However, there are large areas of a marginal nature consisting of a mixture of pine and gum. Several of these areas were inspected for the degree of swampiness, and were generally classified as swamp. The swamp limits delineated on the photographs were determined by actual field inspection. It is believed that sufficient "photographic tones" have been established to enable the compiler to delineate the remainder.

7. SHORELINE AND ALONG-SHORE FEATURES

(a) The shoreline is predominantly apparent, being the edge of cypress swamps. In some areas, sand has been washed up from the sound and river, forming a narrow sand beach in the form of a ridge between the water and swamp. This has been classified as fast shoreline.

(b) No attempt was made to determine the low water line. The fluctuations of the water level is caused more by wind than by tide.

(c) The shoreline is eroding at a considerable rate as evidenced by the loss of monuments, and the presence of submerged stumps immediately offshore. Local inhabitants state that the small bluffs along the sound are continually sloughing off. A foul line showing the limits of submerged stumps and trees in water has been delineated along much of the shoreline.
(d) There are a few bluffs averaging about seven feet in height along Albemarle Sound.

(e) The wharves, piers, and landings are clearly discernible on the photographs.

9. OFFSHORE FEATURES

Aids to Navigation are the only offshore features of any note.

9. LANDMARKS AND AIDS

Fixed Aids to Navigation were located by theodolite cuts and reported on Form 567. The transmission tower at Columbia is recommended for a landmark and is reported on Form 567. See 558

10. BOUNDARIES, MONUMENTS, LINES


11. OTHER CONTROL

The following marked topographic stations were established:

<table>
<thead>
<tr>
<th>SCR-R-6- USED</th>
<th>LADY-1</th>
<th>(Triangulation station)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FACE</td>
<td>MAIN</td>
<td></td>
</tr>
<tr>
<td>IDLE</td>
<td>MALL</td>
<td></td>
</tr>
<tr>
<td>JAVA</td>
<td>UMIT</td>
<td></td>
</tr>
<tr>
<td>KATE</td>
<td>TRANSMISSION-TOWER</td>
<td></td>
</tr>
</tbody>
</table>

12. OTHER INTERIOR FEATURES

The branch line of the Norfolk Southern Railroad leading into Columbia was dismantled in the fall of 1960 and should not be mapped. The railroad bridge across Scuppernong River was also removed.

About two years ago the western terminal of the Alligator River Ferry was changed from Fort Landing to Sandy Point, and a new road constructed from Columbia to Sandy Point. U. S. Highway Route 64 was changed from the Fort Landing Road to the Sandy Point Road. The old route 64 is known locally as the Fort Landing Road.

The numerous ditches in the cultivated areas are small in size, and used for surface drainage only. They have no value in depicting relief and were ignored in contouring. The contours are turned into the main ditches or canals.

Bridges - The vertical and horizontal clearances of the highway bridges at Columbia and Cross Landing were measured and found to agree within a foot of those published in the U. S. Engineers' "List of Bridges Over Navigable Waters". The measurements are recorded directly on the field photographs.
Cables - There is an overhead cable crossing the Scuppernong River at Columbia, N. C. with a clearance of 76 feet above mean high water.

13. GEOGRAPHIC NAMES

This will be a project report to be submitted at a later date.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

The USED triangulation sketch of the Scuppernong River is submitted for evaluation.

19 April 1951
Submitted by:

Harry F. Garber,
Commander, USC&GS
Chief of Party
Photogrammetric Plot Report

This report covers surveys T-9154 through T-9158, T-9273 through T-9276 and T-9279 through T-9283. It is filed as part of the Descriptive Report for T-9158.
| STATION                  | SOURCE OF INFORMATION (INDEX) | DATUM     | LATITUDE OR \( y \)-COORDINATE | LONGITUDE OR \( x \)-COORDINATE | DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS | DATUM CORRECTION | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS |
|-------------------------|-------------------------------|-----------|---------------------------------|---------------------------------|----------------------------------------------------------|-----------------|----------------------------------------------------------------
| BUNTON, 1917            | GPs Pg 316                    | N.A. 1927 | 35                              | 56                              | 32.649                                                  | 1,006.3         | ( 843.9) Destroyed 1953                                          |
| SIG, 1917               | GPs Pg 317                    |           | 35                              | 55                              | 04.631                                                  | 1,153.8         | ( 50.0)                                                          |
| PIPE STATION E-2,       | Bull Bay Quad                 |           | 35                              | 54                              | 02.159                                                  | 1,126.3         | ( 706.9)                                                          |
| 1942 (USE)              |                               |           | 76                              | 17                              | 31.521                                                  | 790.1           | ( 71.1)                                                          |
| PIPE STATION F-1,       |                               |           | 35                              | 54                              | 37.063                                                  | 1,132.3         | ( 706.9)                                                          |
| 1942 (USE)              |                               |           | 76                              | 17                              | 31.521                                                  | 790.1           | ( 71.1)                                                          |
| PIPE STATION F-2,       |                               |           | 35                              | 54                              | 50.311                                                  | 1,551.6         | ( 297.7)                                                          |
| 1942 (USE)              |                               |           | 76                              | 17                              | 05.970                                                  | 149.7           | ( 135.4)                                                          |
| PIPE STATION G-2,       |                               |           | 35                              | 55                              | 59.780                                                  | 1,842.5         | ( 6.8)                                                            |
| 1942 (USE)              |                               |           | 76                              | 15                              | 00.684                                                  | 17.1            | ( 1.868)                                                          |
| LADY, 1951              | GPs P316 Comp                 |           | 35                              | 56                              | 56.141                                                  | Topo Sta. only  |                                                                  |
| LAUREL POINT            | Sp. Fab. 218 Pge 69           |           | 829.629                         | 2,771.185                       | 2,629 ( 371)                                            | 1,185 ( 8,615)  |                                                                  |
| LIGHTHOUSE, 1931        |                               |           | 798.621.96                      | 2,813.767.54                    | 8,621.96 ( 1,378.04)                                   | 3,767.54 ( 6,232.46) |                                                                  |
| CONTROL PT. 9           | Comp                          |           |                                 |                                 |                                                         |                 |                                                                  |
| (SO.TRAY.)              |                               |           |                                 |                                 |                                                         |                 |                                                                  |
| Bunton 2, 1953          | GPs P316                      |           | 35.56                           | 32.048                          | 987.8                                                   |                 |                                                                  |
|                         |                               |           | 76                              | 20                              | 58.220                                                  | 1,459.2         |                                                                  |

1 FT. = 304.8006 METER

COMPUTED BY: I. L. Seaplein
DATE: 20 June 1951

CHECKED BY: R. J. Pate and H. H. Slavney
DATE: 2 August 1951
PHOTOGRAMMETRIC PLOT REPORT

This report submitted with T-9158.

31. DELINEATION.

Compiled graphically.

The area was originally photographed with the Single-lens Fairchild Aerial Camera "0". These photographs were used for the field inspection. Subsequently the area was photographed with the nine-lens camera and these photographs were used entirely for the delineation because of good scale.

While the field inspection made on the older single-lens photographs was adequate some details visible on the single-lens photographs are not discernible on the newer photographs. Such discrepancies have been referred to the field editor.

32. CONTROL.

A sufficient number of well placed pass points were established to insure adequate control for cutting in detail points.

33. SUPPLEMENTAL DATA.

Reference Item 14.

34. CONTOURS AND DRAINAGE.

A comprehensive pattern of drainage has been delineated. Only those apparently a part of the main drainage system, having a definite outlet have been shown. This pattern embodies more ditches than were indicated by the field inspector and results in minor contour changes relative to "turn ins" where contours cross ditches.

Except for the foregoing, no difficulty was encountered in compiling the contours.
35. **SHORELINE AND ALONGSHORE DETAILS**.
   Reference Item 31.

36. **OFFSHORE DETAILS**.
   None.

37. **LANDMARKS AND AIDS**
   No unusual methods were used.

38. **CONTROL FOR FUTURE SURVEYS**.

   Ten (10) recoverable topographic stations of use to the hydrographer are being submitted on Form 524. These stations are listed under Item 49.

   Position by Geodesy Div. for Lady which leaves 9 stations.  

39. **JUNCTIONS.**

   A satisfactory junction has been made with the following:

   - T-9834 on the west (Project 61(L9))
   - T-9838 on the south (Project 61(L9))
   - T-9155 on the east.
   - There is no contemporary survey on the north.

40. **HORIZONTAL AND VERTICAL ACCURACY**.

   No statement.  
   
   See 866
41. BOUNDARIES.

Township lines have been shown graphically from maps furnished with the boundary report. County lines were delineated from the said maps in conjunction with legal descriptions found in a volume entitled "Formation of North Carolina Counties 1663-1943".

46. COMPARISON WITH EXISTING MAPS.

None available. See §52 & §53

47. COMPARISON WITH NAUTICAL CHARTS.

Comparison was made with USC&GS Chart 1228, scale 1:80,000, published May 1937, corrected to 31 August 1951. No outstanding differences were noted. See §45

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

ITEMS TO BE CARRIED FORWARD.

None.

Rudolph Dossett, Carto. Photo. Aid

APPROVED AND FORWARDED:

J. E. Waugh, Chief of Party
18. GEOGRAPHIC NAME LIST

ALBEMARLE SOUND
ALBEMARLE CHURCH

*BACK LANDING
  BAY
  BOWDELL ROAD
  BUNTON CREEK
  BULL BAY

COLONIAL BEACH
COLUMBIA
COLUMBIA TOWNSHIP
CROSS LANDING
CROSS LODGE BRIDGE
DUNBARS LANDING

MERRIAM CHAPEL
MILL POINT

NEW JERUSALEM CHURCH
NORMAN SMITH LEGION BEACH
NORTH CAROLINA

RIDERS CREEK
RIVER NECK
RIVER NECK LANDING

SECOND CREEK
SIMMONS LANDING
SCUPPERNONG RIVER
SCUPPERNONG TOWNSHIP
SKINNERSVILLE TOWNSHIP
STATE 91: South Fork Twp.

TRAVIS
TRAVIS ELEMENTARY SCHOOL
TYRELL COUNTY
TYRELL COUNTY TRAINING SCHOOL

U. S. 64

N.C. 94 (Small section here)
48. GEOGRAPHIC NAME LIST (CONTINUED)

WASHINGTON COUNTY
WESLEY MEMORIAL CHURCH
WOODLEY

ZION GROVE CHURCH (apparently not in Project Names Report)

*(in Columbia - symbol only)*

**Correct placement to be determined by field editor.**

Names underlined in red are approved.

10-17-52
L. Heck.

Based on Project Names Report.
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

Rudolph Vossen

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TOWER</td>
<td>Skeleton steel, transmission</td>
</tr>
<tr>
<td></td>
<td>ht. = 150 (150)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POSITION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>o   f   D.METERS</td>
<td>o   f   D.P.METERS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOWER</td>
<td>35  2h 1785</td>
<td>76  15 400</td>
<td>1927</td>
<td>Photogrammetric Plot T-9152</td>
<td>Mar., 1927</td>
</tr>
</tbody>
</table>

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

Rudolph Dessett

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE*</th>
<th>LONGITUDE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCUPPERHOG RIVER ENTRANCE LIGHT</td>
<td>53.69</td>
<td>1661</td>
<td>76 19</td>
<td>823</td>
</tr>
<tr>
<td>MILL POINT LIGHT</td>
<td>38.51</td>
<td>1187</td>
<td>76 19</td>
<td>160</td>
</tr>
<tr>
<td>BULL BAY DAYBEACON B</td>
<td>138.66</td>
<td>55.06</td>
<td>23</td>
<td>1380</td>
</tr>
<tr>
<td>BOMBING TARGET &quot;A&quot;</td>
<td>16.71</td>
<td>515</td>
<td>76 16</td>
<td>13</td>
</tr>
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<td>BOMBING TARGET</td>
<td>56.71</td>
<td>515</td>
<td>76 16</td>
<td>13</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloative...
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9154

1. Projection and grids  J.G.
2. Title  J.G.
3. Manuscript numbers  J.G.
4. Manuscript size  J.G.

CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy  N.M.S.
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)  J.G.
7. Photo hydro stations  XX
8. Bench marks  J.G.
9. Plotting of sextant fixes  J.G.
10. Photogrammetric plot report  J.G.
11. Detail points  J.G.

ALONGSHORE AREAS
(Nautical Chart Data)
12. Shoreline  J.G.
13. Low-water line  J.G.
14. Rocks, shoals, etc.  J.G.
15. Bridges  J.G.
16. Aids to navigation  J.G.
17. Landmarks  J.G.
18. Other alongshore physical features  J.G.
19. Other alongshore cultural features  J.G.

PHYSICAL FEATURES
20. Water features  J.G.
21. Natural ground cover  J.G.
22. Planetary contours  J.G.
23. Stereoscopic instrument contours  XX
24. Contours in general  J.G.
25. Spot elevations  J.G.
26. Other physical features  J.G.

CULTURAL FEATURES
27. Roads  J.G.
28. Buildings  J.G.
29. Railroads  J.G.
30. Other cultural features  J.G.

BOUNDARIES
31. Boundary lines  J.G.
32. Public land lines  XX

MISCELLANEOUS
33. Geographic names  J.G.
34. Junctions  J.G.
35. Legibility of the manuscript  J.G.
36. Discrepancy overlay  J.G.
37. Descriptive Report  J.G.
38. Field inspection photographs  J.G.
39. Forms  J.G.
40.  

William A. Caspar
Reviewer

Jesse A. Gilleo
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:
NOTES FOR THE HYDROGRAPHER.

Recoverable topographic stations of use to the hydrographer are as follows:

FACE 1951
LADY 1951
OMIT 1951
MALL 1951
KATE 1951
MAIN 1951
SCP-R-6 1951 (USE)
IDLE 1951
JAVA 1951
TRANS TOWER, 1951 (陆mark)
FIELD EDIT REPORT
Project Ph-45(49)
Quadrangle T-9154

51. METHODS

The field edit of this area was accomplished by standard surveying methods in conjunction with visual inspection. Actual field work was completed in April, 1953.

Field edit data appears on the field edit sheet, discrepancy print, field photograph 49-0-1817, and in this report.

The reviewer's questions are answered on the discrepancy print when feasible.

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

52. ADEQUACY OF COMPILATION

The map compilation is adequate and will be complete after field edit revisions have been applied.

53. MAP ACCURACY

The horizontal accuracy of the map detail is relatively good.

The accuracy of the contouring, in general, is good.

A few minor corrections were made in the contouring as shown on the field edit sheet.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

It is believed that Mr. C. W. Tatem, registered surveyor, of Columbia, North Carolina, is best qualified to examine a proof copy of this work.
56. HORIZONTAL CONTROL

Refer to item 3 - Field Inspection Report.

Due to the imminent destruction, by erosion, of "BUNTON, 1917", a new station "BUNTON 2, 1953", was established. The geographic position of this station is as follows: Latitude 35-56-32.04, Longitude 76-20-58.22 (from field computation).

57. DRAINAGE

Refer to item 34 - Compilation Report.

Numerous "feeder" ditches have been deleted from the field edit sheet.

Additional main drainage ditches have been shown on the field edit sheet.

Note to Compiler: Refer to item 12 - Field Inspection Report.

58. LANDMARKS AND AIDS

Refer to item 9 - Field Inspection Report.

The transmission tower at Columbia, North Carolina is not suitable as a landmark. Form 567 is submitted.

59. BOUNDARIES

Refer to item 10 - Field Inspection Report.

Refer to item 41 - Field Compilation Report.

1. TOWN LIMITS OF COLUMBIA, N. C. - The corrected boundary of this incorporated town is shown on field photograph 49-0-1820, submitted with field edit data for T-9155. The actual limits, of that part of the town that falls within this area, have been shown on the field edit sheet. The limits shown on field photograph 49-0-1820 were verified, in the field, by Mr. Paul Liverman, Mayor of Columbia, N. C. The legal description should be disregarded, in view of the fact that it does not wholly agree with the actual limits. The mayor, Mr. Paul Liverman, concurs with the statement in regards to the legal description.

*The limits as mapped by the field editor do not actually contradict the legal description.*
2. TIPPLE COUNTY-WASHINGTON COUNTY LINE - A thorough field investigation was made in regards to this boundary. The positions of five county boundary signs, erected by the North Carolina State Highway and Public Works Commission, have been accurately pricked on field photograph 49-0-917. According to local information these signs are within thirty feet (maximum distance) of the actual boundary line. Local inhabitants, on both sides of these county boundary signs, were questioned in regards to the location of their property and in conclusion, the line shown, in violet ink, on field photograph 49-0-917, is more nearly correct than that described in the boundary report.

That portion of the county boundary north of the mouth of Bunton Creek could not be verified. In all probability the description in the original boundary report, contained in the publication "Formation of North Carolina Counties 1663-1943", is correct for this portion of the line.

60. OTHER INTERIOR FEATURES

Refer to item 12 - Field Inspection Report.

All features labeled "Dismantled R.R." have been deleted.

The reclassification of roads, where justifiable, has been shown on the field edit sheet.

The reclassification and addition of numerous buildings are shown on the field edit sheet.

JUNCTIONS

A satisfactory junction has been made with T-9155 on the east. Satisfactory junctions will be made with T-9838, Ph-61, on the south, and T-9834, Ph-61, on the west, at a later date. There is no contemporary survey on the north.

16 April 1953
Submitted by:

[Signature]

James E. Hundley, Cartographer

23 April 1953
Approved by:

[Signature]

Paul Taylor
Lt. Comdr., USCG
Chief of Photo. Party #1
Comparison with Registered Topographic Surveys:

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-246</td>
<td>1:20,000</td>
<td>1848</td>
</tr>
<tr>
<td>T-3669</td>
<td>1:10,000</td>
<td>1917</td>
</tr>
<tr>
<td>T-3532</td>
<td>1:40,000</td>
<td>1915-17</td>
</tr>
</tbody>
</table>

Some changes in culture have occurred since these surveys. There has also been some shoreline erosion. These prior surveys are to be superseded for nautical charting purposes for the area encompassed by T-9154.

Comparison with Maps of Other Agencies:

Columbia, N.C. (C.of E.) 1:125,000 1943

A visual comparison reveals no major discrepancies. There are, however, some changes in culture.

Comparison with Contemporary Hydrographic Surveys:

None

Comparison with Nautical Charts:

1228 1:80,000 1937 corrected to 53-5/11

This chart shows two piers in Albemarle Sound at Longitude 75° 16' which were not identified by the field parties and cannot be detected on the photographs. Landmark "TOWER" at Columbia was recommended for deletion by the field edit party and should be deleted from this chart. Changes made on the manuscript during this review are shown in red.

Adequacy of Results and Future Surveys:

This map meets the National Standards of Map Accuracy and complies with project instructions.

Boundaries:

The Tyrrell Co.- Washington Co. line as positioned by the field editor is in contradiction with the legal description for these counties (p. 219 par. 3 of Volume "Formation of North Carolina Counties, 1663-1943"). The line has been retained on the map and labeled "approximate" because of this contradiction. It is, however, the line that is used by residents of this area and any error is due to the marking of the line on the ground.
History of Hydrographic Information for T-9154

Hydrography was added to the map manuscript in accordance with the General Specifications of 18 May 1949.

Depth curves and soundings are in feet at mean low-water datum and originate with the following:

Hydrographic surveys:

- H-3730 1:20,000 1915-17
- H-3732 1:30,000 1915
- H-3963 1:10,000 1917

and Nautical Chart 1228, 1:80,000, 1937 corrected to 53-5/11. Channels were taken from this chart.

Hydrography was compiled by Everett H. Ramey on 28 October 1954 and verified by O. Svendsen on 18 November 1954.

Everett H. Ramey
I recommend that the following objects which have **not** been inspected from seaward to determine their value as landmarks be **not charted** on the charts indicated.

The positions given have been checked after listing by __________________________

Rudolph Dossett

<table>
<thead>
<tr>
<th>STATE</th>
<th>POSITION</th>
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</thead>
<tbody>
<tr>
<td>NORTH CAROLINA</td>
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</tr>
<tr>
<td>CHARTING NAME</td>
<td>SIGNAL NAME</td>
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<tr>
<td>TOWER</td>
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</tr>
</tbody>
</table>

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 individual field survey sheets. Each column heading should be given.
# NAUTICAL CHARTS BRANCH

SURVEY NO. 9154

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>6-19-62</td>
<td>122.8</td>
<td>Knapp</td>
<td>Complete Application</td>
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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.