**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) Office No.</td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Pamlico Sound</td>
</tr>
<tr>
<td>Locality</td>
<td>Stumpy Point</td>
</tr>
</tbody>
</table>

**1955**

**CHIEF OF PARTY**

Harry F. Garber, Chief of Field Party

J. E. Waugh, Tampa Photogrammetric Office

**LIBRARY & ARCHIVES**

**DATE** JUNE 22, 1955
DATA RECORD

T-9282

Project No. (II): PH-45(49)  Quadrangle Name (IV):
Field Office (II): Edenton, North Carolina  Chief of Party: Harry F. Garber
Photogrammetric Office (III): Tampa, Florida  Officer-in-Charge: J. E. Neaghe
Instructions dated (II) (III): 15 September, 1949
19 January, 1950  Supplement 1
15 May 1951  
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): June 16
Date reported to Nautical Chart Branch (IV): June 30
Applied to Chart No. Date: Date registered (IV): 13 Apr. 1955

Publication Scale (IV):
Geographic Datum (III): N. A. 1927
Vertical Datum (III): MSL
Mean sea level except as follows:
Elevations shown as (CS) refer to mean high water
Elevations shown as (CS) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): METROPOLITAN RM 1, 1933
Lat.: 35° 61' 46.113 (1421.2m.)  Long.: 75° 46' 28.475 (715.9 m.) Unadjusted
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.
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II): R. L. McGlinchey, Cartographic Survey Aid
R.E. Conway Jr. Cartographic Survey Aid
Date: March 1951
Date: August 1950

Planetary contouring by (II): above personnel
Date: 

Completion Surveys by (II): R. L. McGlinchey
Date: March 1953

Mean High Water Location (III) (State date and method of location):
Identification in field on photographs taken in 1948 and 1949
August 1950

Projection and Grids ruled by (IV): L. B. C. (W.O.)
Date: 12 July 1951

Projection and Grids checked by (IV): H. D. W. (W.O.)
Date: 13 July 1951
Date: 27 July 1951

Control plotted by (III): R. J. Pate
Date: 30 July 1951

Control checked by (III): I. I. Saperstein
Date: 

Radial Plotting by (III): M. M. Slavney
Date: 17 Oct. 1951

Stereoscopic Instrument compilation (III):
Planimetry Inapplicable
Contours

Manuscript delineated by (III): R. R. Wagner
Date: 18 Jan. 1952

Photogrammetric Office Review by (III): J. A. Giles
Date: 1 April 1952

Elevations on Manuscript
checked by (III): J. A. Giles
Date: 17 Jan. 1952
<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>22110</td>
<td>29 March 1948</td>
<td>11:45</td>
<td>1:20,000</td>
<td>No periodic tide</td>
</tr>
<tr>
<td>22111</td>
<td></td>
<td>11:46</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22112</td>
<td></td>
<td>11:47</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L8-0-1709</td>
<td>5 Dec. 1949</td>
<td>11:41</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1710</td>
<td></td>
<td>11:42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1711</td>
<td></td>
<td>11:43</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1712</td>
<td></td>
<td>11:44</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1713</td>
<td></td>
<td>11:45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1714</td>
<td></td>
<td>11:46</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1739 to</td>
<td></td>
<td>12:19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17h1</td>
<td></td>
<td>12:19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17h2</td>
<td></td>
<td>12:20</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Tide (III)

Reference Station: **No periodic tide**

Subordinate Station: **Less than ¹⁄₂ foot**

Washington Office Review by (IV): **Everett H. Ramey**  
Date: 4 Jan 1954

Final Drafting by (IV): **Alber**  
Date: 25 Feb 1954

Drafting verified for reproduction by (IV): **O. McAlister**  
Date: 1-10-55

Proof Edit by (IV): **Everett H. Ramey**  
Date: 10/21/54

Land Area (Sq. Statute Miles) (III): 54

Shoreline (More than 200 meters to opposite shore) (III): 8

Shoreline (Less than 200 meters to opposite shore) (III): 2

Control Leveling - Miles (II): 11 (Third Order)

Number of Triangulation Stations searched for (II): 4

Number of BMs searched for (II): Recovered: 2  Identified: 2

Number of Recoverable Photo Stations established (III): 2

Number of Temporary Photo Hydro Stations established (III): None

Number of Bench Marks established 13  Recovered 12  Identified 12

Remarks:
FIELD INSPECTION REPORT  
Quadrangle T-9282  
35°-37'30"/75°-45'00"
Project Ph-45(49)

Harry F. Garber, Chief of Party

The field work for this quadrangle was done in accordance with Instructions for Ph-45(49), dated 19 January 1950, and the Director's letter, dated 4 October 1950. 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>Ralph G. Holland, Topographic Engineer</td>
<td>Horizontal Control and Recovery</td>
<td>May, 1950</td>
</tr>
<tr>
<td>Richard L. McGlinchey, Cartographic Survey Aid</td>
<td>&quot;</td>
<td>February, 1951</td>
</tr>
<tr>
<td>Richard E. Conway, Jr., Cartographic Survey Aid</td>
<td>Shoreline Inspection</td>
<td>August, 1950</td>
</tr>
<tr>
<td>John R. Smith, Cartographic Survey Aid</td>
<td>Vertical Control</td>
<td>November, 1949</td>
</tr>
</tbody>
</table>

This report is written in accordance with paragraph 724 of the Topographic Manual (Special Publication No. 249).

2. AREAL FIELD INSPECTION

This quadrangle lies in the southernmost part of Dare County, along the western shore of Stumpy Point Bay. U. S. Highway 264, running north and south through the eastern portion of the quadrangle, is the only road. About 90% of the area is woodland and swamp, and 10% water. Fishing and lumbering, done on a small scale, are the only industries. There are no incorporated towns or villages within the quadrangle and only a few dwellings in the northeast area.

Some difficulty was encountered in the interpretation of the photographs in the southern portion of the quadrangle. This is probably due to the fact that the photographs were taken three years
prior to the Field Inspection. Areas showing lighter tones, usually denoting reeds, grass or open areas, now have a heavy growth of bushes and second growth pine. Sufficient classification was done in accessible areas so that the tone interpretation could be carried through those large areas which are inaccessible. No difficulty was encountered in the northern portions of the quadrangle or that area covered by single lens photographs.

The field inspection is believed to be complete.

3. HORIZONTAL CONTROL

(a) (1) A traverse line was run along U. S. Highway 264 and three control points established. The traverse was begun at station M1 (USE) and ran southward for about 4 miles to traverse station NSA 13, closing on a sun azimuth. As the companion monument M2 (USE) could not be recovered, the azimuth of the line NL (USE) - M2 (USE) \( \text{See } \S 47\) was carried to station M1 (USE) by observing horizontal angles along the highway. A position check was made at Metropolitan R.M. 1, 1933, along the traverse line with a very small error of closure. No adjustment was made. One sheet, Form 709, listing all stations along this traverse line, is submitted with this report.

(2) A short traverse line of approximately 8000 feet was run southward from Pipe Station M1 (USE) to sub point No. 2, to establish a fix for photograph 49-C-1742. Complete data for this traverse is submitted on form M-2226-12.

(b) All stations are of the N.A. 1927 datum.

(c) Stations not established by the U.S. C. & G.S. are:

<table>
<thead>
<tr>
<th>Station</th>
<th>Agency</th>
<th>Order</th>
<th>Datum</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>U.S.E.</td>
<td>Unknown</td>
<td>1927</td>
</tr>
</tbody>
</table>

\( \times \) published as third order, 1922.

(d) A search was made for all known control. Stations reported as "Lost" or "Not Recovered" are:

M2 (USE)
Metropolitan, 1933
N.C.G.S. 260 (See F. I. Report for T-8976, Ph-20(47)
N.C.G.S. 258 (See F. I. Report for T-8976, Ph-20(47)

4. VERTICAL CONTROL

A third order level line, originating at Pinetown and closing at Columbus, was run along U. S. Highway 264 with bench marks established at approximately one mile intervals. This line was adjusted by the Washington Office.
prior to the Field Inspection. Areas showing lighter tones, usually denoting reeds, grass or open areas, now have a heavy growth of bushes and second growth pine. Sufficient classification was done in accessible areas so that the tone interpretation could be carried through those large areas which are inaccessible. No difficulty was encountered in the northern portions of the quadrangle or that area covered by single lens photographs.

The field inspection is believed to be complete.

3. HORIZONTAL CONTROL

(a) (1) A traverse line was run along U. S. Highway 264 and three control points established. The traverse was begun at station M1 (USE) and ran southward for about 4 miles to traverse station NSA 13, closing on a sun azimuth. As the companion monument M2 (USE) could not be recovered, the azimuth of the line M1 (USE) - N2 (USE) was carried to station M1 (USE) by observing horizontal angles along the highway. A position check was made at Metropolitan R.M. 1, 1933, along the traverse line with a very small error of closure. No adjustment was made. One sheet, Form 709, listing all stations along this traverse line, is submitted with this report.

(2) A short traverse line of approximately 8000 feet was run southward from Pipe Station M1 (USE) to sub point No. 2, to establish a fix for photograph 149-0-17/12. Complete data for this traverse is submitted on form M-2226-12.

(b) All stations are of the N.A. 1927 datum.

(c) Stations not established by the U.S. C. & G.S. are:

<table>
<thead>
<tr>
<th>Station</th>
<th>Agency</th>
<th>Order</th>
<th>Datum</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>U.S.E.</td>
<td>Unknown</td>
<td>1927</td>
</tr>
</tbody>
</table>

*Published as third order.*

(d) A search was made for all known control. Stations reported as "Lost" or "Not Recovered" are:

M2 (USE)
Metropolitan, 1933
N.C.G.S. 260 (See F. I. Report for T-8976, Ph-20(47))
N.C.G.S. 258 (See F. I. Report for T-8976, Ph-20(47))

4. VERTICAL CONTROL

A third order level line, originating at Pinetown and closing at Columbia, was run along U. S. Highway 264 with bench marks established at approximately one mile intervals. This line was adjusted by the Washington Office.
Bench Marks established by this party are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Order</th>
</tr>
</thead>
<tbody>
<tr>
<td>V-246, 1949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Z-246, 1949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-247, 1949</td>
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<tr>
<td>B-247, 1949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C-247, 1949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D-247, 1949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metropolitan R.M. 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metropolitan R.M. 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pipe Station M1 (USB)</td>
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<td></td>
</tr>
<tr>
<td>G-247, 1949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H-247, 1949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J-247, 1949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-247, 1949</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Bench marks reported destroyed are:

- B-247, 1949

There is no other known vertical control within the quadrangle.

No supplemental elevations were run within the quadrangle.

5. CONTOURS AND DRAINAGE

In accordance with Bureau Letter No. 711 rs, dated 4 October 1950, no attempt was made to establish elevations in the dismal swamps that are so inaccessible. It is recommended that this map be published as a quadrangle type map. Elevations along the roads that are slightly higher than the adjoining land, and elevations in the cultivated areas corroborated by photo interpretation and a visual inspection conclusively prove that none of the land is above five feet, and no five-foot contour exists. (Copy of Bureau Letter 711 rs, dated 4 October 1950 is attached to the report for T-9274.)

Drainage is generally toward the east into Stumpy Point Bay and Pamlico Sound. Numerous ditches and a low area exist in the southwest portion of the quadrangle, indicating some drainage into Long Shoal River. The entire quadrangle is of very low elevation and the water in the canals and ditches is controlled by the wind tides of Pamlico Sound.

6. WOODLAND COVER

This is the subject of a special report covering four quadrangles: T-9275, T-9276, T-9281 and T-9282, submitted by Mr. George E. Varnadoe, Cartographic Engineer, dated 22 June 1951. Report is included as part of this report.
7. SHORELINE AND ALONGSHORE FEATURES

This quadrangle is composed entirely of apparent shoreline. Most all of the shoreline is marsh with a two-foot bluff along portions of the shoreline in Stumpy Point Bay.

There is no periodic tide but the wind causes considerable change to the mean high water line. Sustained northerly winds will lower the water line in Stumpy Point Bay by two feet.

* Tide is less than 1/2 foot.

There are no docks, piers, landings, or cables within the quadrangle. Wise's Fish House, along the western shore of Stumpy Point Bay, is the most prominent shoreline feature.

8. OFFSHORE FEATURE

There were no offshore features noted during the field inspection.

9. LANDMARKS AND AIDS

(a) No landmarks for charts are recommended.

(b) No interior landmarks are recommended.

(c) There are no aeronautical aids within the quadrangle.

(d) Three fixed aids to navigation are recommended on form 567, only two of which are within the limits of this quadrangle. The third, Stumpy Point Bay Light, falls in quadrangle T-9283. Two photo points and a traverse station were used in cutting these aids. As the result of this method, their position was not checked by a field plot. One photo point falling in T-9282 is submitted with this sheet.

10. BOUNDARIES, MONUMENTS AND LINES

A special report on boundaries, Ph-45, has been submitted by Richard L. McGlinchey, Cartographic Survey Aid. Filmed under project data in Div. of Photogrammetry.

One boundary monument, locating the State Fire Tower Reservation, has been located by the photo point method. This small reservation falls just outside the southern limits of this sheet.

Tower destroyed - Feb 1953 (Note by JEN on photo 22111B). ONK

11. OTHER CONTROL

One topographic station, "LAKE, 1950", has been established along the southern shore of Stumpy Point Bay. Form M-2226-12 and Form 524 are submitted.
12. OTHER INTERIOR FEATURES

All roads and buildings have been classified in accordance with paragraphs 5441 and 5446 of the Topographic Manual. Two highway bridges over canals have been delineated on the photographs. These canals are navigable to skiffs only.

13. GEOGRAPHIC NAMES

This will be the subject of a "Special Report" which will be submitted at a later date.

* by Merle W. Smith. Filed in Geographic Names Section, Div. of Charts.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

With the exception of those items listed in paragraphs 10 and 13, there is no other special data for this sheet.

26 March 1951
Submitted by:

Richard L. McGlinchey
Cartographic Survey Aid

14 June 1951
Approved by:

Harry F. Garber
Commander, USC&GS
Chief of Party
SPECIAL REPORT ON WOODLAND COVER
Project Ph-45(49)
Quadrangles T-9275, T-9276, T-9281 and T-9282

The area that is covered by this report consists of nearly all of
four 7-1/2 minute quadrangles. It is bound between Alligator River on
the west, U. S. Highway 264 on the east and south, and U. S. Highway 64
on the north.

Except for these roads and waterways along the perimeter of the area,
and one road approximately two miles in length, which extends into the
northern section from U. S. Highway 64, the entire area is inaccessible by
any mode of transportation except walking.

The area is low, and is composed of approximately seventy per cent
swamp, ten per cent marsh, and/or bog, and twenty per cent upland trees.

The swamp trees are Juniper, Cypress, Black Gum, and Bay. The upland
trees are predominantly Pines.

The roads are paralleled on one or both sides by canals, which were
dug to obtain material for foundation. Other than these canals and two
small creeks, there is practically no drainage in the area.

The areas adjacent to the roads and river were inspected on the ground.
The interior was inspected from an airplane flying at a low altitude and at
a slow speed. (N.B. The air inspection was made in May, 1951, which is
the dry season. However, the writer spent approximately three hours flying
over the area during the winter and spring of 1950 evaluating timber.)
Appropriate notes and labels were applied to distinguish tones and confirm
stereoscopic interpretation; hence, the stereoscope was employed to outline
the areas of different classifications.

The upland trees are to be found adjacent to the roads in the east and
south sections. The swamp extends from Alligator River in the west to this
tree line while a large marsh (low spongy bog) lines in the southeast section,
and is surrounded by trees. It will be noted that U.S. Highway 264 forms
a "U" around the southern portion of this bog.

Firing the line of demarcation between upland trees and true swamps
required a nicety of judgment, as much of the woodland, varying from a
narrow strip to a vast expanse, is marginal, being cyclically very wet and
very dry, and supports a growth consisting of both swamp and upland trees,
although neither growth seems to flourish. It is evident from observation
and local information that the upland trees (pines)die during the cyclically
wet year, while the swamp growth thrives, and while the swamp trees are
stunted, die or burn during the cyclically dry periods, the pines replenish themselves. This dividing line was governed by the class of vegetation that was predominant, thereby the marginal areas were usually classified as swamp.

22 June 1951
Submitted by:

George E. Varnadoe
Cartographic Engineer

25 June 1951
Approved by:

Harry F. Garber
Commander, USGS
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.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR ( \phi )-COORDINATE</th>
<th>LONGITUDE OR ( \lambda )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ml,1942 (USE)</td>
<td>Englehard Quad 1927</td>
<td>35 42 23.943</td>
<td></td>
<td></td>
<td>737.9 (1,111.3)</td>
<td></td>
</tr>
<tr>
<td>Trav.Sta. 1</td>
<td>Field Comp</td>
<td>717,682.22</td>
<td>2,956,031.13</td>
<td>7,682.92 (2,317.08)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trav.Sta. 2</td>
<td></td>
<td>713.719.25</td>
<td>2,956,636.87</td>
<td>3,719.25 (6,280.75)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trav.Sta. 3</td>
<td></td>
<td>708.766.39</td>
<td>2,957,248.75</td>
<td>8,766.39 (1,233.61)</td>
<td></td>
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</tr>
<tr>
<td>Metropolitan</td>
<td></td>
<td>723,830.49</td>
<td>2,957,526.56</td>
<td>3,830.49 (6,169.51)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 0.3048006 METER
COMPUTED BY: T.I. Saperstein
DATE: 19 Sept. 1951
CHECKED BY: M. M. Slavney
DATE: 24 Sept. 1951

See 567
COMPILATION REPORT T-9282

PHOTOGRAMMETRIC PLOT REPORT.

Submitted with T-9158.

31. DELINEATION.

The graphic method was used.

The vegetation line delineated by the field inspector was transferred to the manuscript by the use of the projector.

32. CONTROL.

The identification of control points was good. Density and placement were satisfactory.

33. SUPPLEMENTAL DATA.

None used.

34. CONTOURS AND DRAINAGE.

Elevations along the roads indicate a five-foot contour and it has been shown accordingly. Turning points are to be checked by the field editor.

No difficulty was encountered in delineation of drainage.

35. SHORELINE AND ALONGSHORE DETAILS.

The shoreline inspection was adequate. See Item 7.

36. OFFSHORE DETAILS.

No statement.
37. **LANDMARKS AND AIDS.**

No unusual method was used.

38. **CONTROL FOR FUTURE SURVEYS.**

One (1) station, "KIND, 15h9", was established during the compilation of T-8976, Ph-20(h7). Form 52h7 was submitted for it at that time. 

The total number of recoverable topographic stations is two (2). They are listed under Item 49.

39. **JUNCTIONS.**

- T-9281 to the west - in agreement.
- T-9276 to the north - in agreement.
- T-9283 to the east - in agreement.
- T-8976, Ph-20(h7), to the south, in agreement except for vegetation, to be corrected by the Washington Office.

40. **HORIZONTAL AND VERTICAL ACCURACY.**

No statement.

46. **COMPARISON WITH EXISTING MAPS.**

Comparison was made with U. S. Corps of Engineers Quadrangle ROANOKE ISLAND, N. C., scale 1:125,000, dated 19h2. The two are in good agreement.
47. COMPARISON WITH NAUTICAL CHARTS.

Comparison was made with USCGS Chart 1229, scale 1:80,000, published December 1942, corrected to 4 December 1950. The two are in good agreement.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

ITEMS TO BE CARRIED FORWARD.

None.

APPROVED AND FORWARDED:

Robert, R. Wagner
Carto. Photo. Aid

J. E. Waugh, Chief of Party
FIELD EDIT REPORT
Project Ph-45(49)
Quadrangle T-9282

51. METHODS

The field edit of this quadrangle was accomplished by traversing all roads, via truck, and walking to other areas in which the reviewer requested information, and for a general check on the adequacy of the map compilation.

Corrections and additions were made both by visual inspections and standard surveying methods.

All corrections, additions and deletions have been made on the field edit sheet and the discrepancy print.

A legend appears with the field edit sheet indicating the different color inks used for the various corrections.

The actual field work was accomplished during the second week of February, 1953.

52. ADEQUACY OF COMPILATION

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

53. MAP ACCURACY

The relative accuracy of all topographic features appears good.

Reference: Item 34, Field Inspection Report.

The turning points of contours along the roads were checked and properly shown in field edit sheet.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

It is believed that Mr. Melvin Daniels, Dare County Registrar of Deeds, Manteo, North Carolina, or Mr. David Cox, Jr., Registered Land Surveyor, Hartford, North Carolina, is best qualified to examine a proof copy of this map.
The following Geographic Names were investigated in the field:

BACK LAKE - Name verified and recommended for mapping.

CASEY POINT
KAZER POINT

KAZER POINT is recommended. The name CASEY and KAIZER are mispronunciations of the recommended name.

Probably Kazey

The following persons were consulted in the investigations:

Mr. G. P. Harris Stumpy Point, N. C. Fisherman
Mr. J. F. Williams Stumpy Point, N. C. "
Mr. G. P. Mann Mann's Harbor, N. C. "
Mr. G. P. Wise, Jr. Stumpy Point, N. C. "

56. JUNCTIONS

Satisfactory junctions have been made with T-9283 on the east, and T-9276 on the north, also, T-9281 on the west. No junction was made with Project Ph-20(47) on the south.

* Junctions with T-8976, Ph-20(47).

13 March 1953
Submitted by:

Richard L. McClintoch, Jr.
Cartographic Survey Aid

25 March 1953
Approved by:

Paul Taylor
Lt. Comdr., USCGS
Chief of Party
PHOTOGRAMMETRIC OFFICE REVIEW
T. 92B2


CONTROL STATIONS

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

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

MISCELLANEOUS
40. Jesse A. Giles (Signature) William A. Harris (Signature) 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: They were applied.
T-9262. Geographic Names.

- North Carolina
- Croatan Township
- East Lake Township
- Pamlico Sound
- U.S. No. 264
- Ebelshard-Stump Point Road (2 places)
- Stumpy Point-Manns Harbor Road
- Long Shoal River
- Deep Creek
- Stumpy Point Kazer Pt.
- Lake Worth (settlement)
- Black Lake
- Stumpy Point (settlement)
- Stumpy Point Bay
- The Full Gospel Tabernacle
- Dare County

Names underlined in red are approved. 6-24-52

L. Heck

Names rechecked and approved. 12-29-52

a.j.w.
49. **NOTES FOR THE HYDROGRAPHER.**

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

**KIND, 1949**

**LAKE, 1950**
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

Robert H. Wagner

J. E. Waugh

Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>STUMPY POINT DAY LIGHT 2</td>
<td>CHANNEL</td>
</tr>
<tr>
<td>STUMPY POINT DAY LIGHT A</td>
<td>CHANNEL</td>
</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 charts. Information under each column heading should be given.
History of Hydrographic Information for T-9283

Hydrography was added to the map manuscript in accordance with 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:

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale (1:20,000)</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-1180</td>
<td>1:20,000</td>
<td>1873</td>
</tr>
<tr>
<td>H-1362</td>
<td>1:20,000</td>
<td>1875-77</td>
</tr>
<tr>
<td>H-1363</td>
<td>1:40,000</td>
<td>1875-77</td>
</tr>
</tbody>
</table>

Nautical Chart:

1229 1:80,000 1942 corrected to 53-8/23.

Hydrography was compiled by Everett H. Ramey on 24 September 1954 and verified by O. Svendsen on 29 September 1954.

Everett H. Ramey
Review Report
Topographic Map T-9282
4 January 1954

62. Comparison with Registered Topographic Surveys.
   T-1385 1:20,000 1875

   Differences as great as 60 meters exist in shoreline. Many cultural changes have occurred. Survey T-9282 is to supersede the above survey for nautical charting purposes for common areas between the surveys.

63. Comparison with Maps of Other Agencies.
   Roanoke Island, N.C. (C. of E.) 1943, 1:125,000, In general agreement.

64. Comparison with Contemporary Hydrographic Surveys.
   None

65. Comparison with Nautical Charts.
   1229 1:80,000 1942 corr. to 53 8/24

   Differences in shoreline discussed under sub heading 62 also apply to this chart.

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

67. Horizontal Control.
   Traverse referred to under sub-heading 3 is less than third-order in accuracy. It was used for controlling the photogrammetric plot, but was not retained on the manuscript. Forms M-2226-12, with positions in plane coordinates are filed in the General Files, Div. of Photogrammetry for these stations.

Reviewed by:

Everett H. Ramsey

APPROVED

Chief, Review Branch
Div. of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys

June 21, 1957