U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic
Field No.: Ph-58 (49) Office No.: T-9395

LOCALITY
State: North Carolina
General locality: New River
Locality: Midway Park, & Camp Lejune

19452

CHIEF OF PARTY
H.F. Garber, Chief of Field Party
Herbert A. Paton, Baltto. Photo. Office

LIBRARY & ARCHIVES
DATE: April 7, 1955
DATA RECORD

T - 9395

Project No. (II): Ph-58(49)

Quadrangle Name (IV):
Camp Lejune (5/12)
Midway Park (N/2)

Field Office (II): Holly Ridge, N. C.
Jacksonville, N. C.

Photo Office (III):

Chief of Party: Harry F. Garber

Officer-In-Charge: Hubert A. Paton

Instructions dated (II) (III):
27 February 1950
28 April 1950, Supplement 1
26 April 1951, Supplement 2

Copy filed in Division of Photogrammetry (IV)
Office Files

Method of Compilation (III): Air photographic
Multiplex (planimetry)

Graphic (contours)

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III): 1:10,000

Scale Factor (III): 1.000

Date received in Washington Office (IV): SEP 20 1952

Date reported to Nautical Chart Branch (IV): OCT 21 1952

Applied to Chart No.

Date: Date registered (IV): 17 Mar 1955

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III): MSL

Mean sea level except as follows:
Elevations shown as (26) refer to mean high water
Elevations shown as (29) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): TRUESDALE, 1932

Lat.: 34° 43' 01.984"

Long.: 77° 20' 29.650"

Adjusted

Plane Coordinates (IV):

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)

Form T-Page 2
DATA RECORD

Field Inspection by (II): J. A. Clear, Jr. Date: June, 1950
J. E. Hundle

Planetary contouring by (II): J. A. Clear, Jr., W. M. Gottschlich, Date: June, 1951
W. P. Massie, H. G. Murphy, M. W. Smith,
U. S. Navy Public Works

Completion Surveys by (II): H. R. Cravat Date: April, 1952

Mean High Water Location (III) (State date and method of location): Feb. 10, 1952 (Photogrammetric)
Shoreline from previous photography (11/8/49) revised or verified using new
photographs

Projection and Grids ruled by (IV): T. L. J. Date: March, 1950

Projection and Grids checked by (IV): H. D. W. Date: March, 1950

Control plotted by (III): A. C. Rauck, Jr. Date: April, 1950

Control checked by (III): A. K. Heywood Date: April, 1950

Stereoscopic Control A. K. Heywood, A. C. Rauck, Jr. & Date: May, 1950
Control extension by (III): D. M. Brant

Violinometry A. K. Heywood, Date: May, 1950

Stereoscopic Instrument compilation (III): A. C. Rauck, Jr. & D. M. Brant
Contours

Manuscript delineated by (III): North half planimetry: D. M. Brant Date: June, 1950
South half planimetry: C. A. Lipscomb
Contours, north and south: J. Y. Councill July, 1952

Photogrammetric Office Review by (III): A. K. Heywood Date: July, 1950
A. C. Rauck, Jr. Aug., 1952

Elevations on Manuscript Date: June, 1951
checked by (II) (III): H. G. Murphy Aug., 1952
A. C. Rauck, Jr.
Camera (kind or source) (III): U. S. Navy Hydrographic Office—6" focal length
U. S. C. & G. S. type 0 (1952) —6" focal length

PHOTOGRAPHS (III)

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9" X 9" contact photographs:

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Reference Station: Hampton Roads (Sewall Point)
Subordinate Station: New River Inlet
Subordinate Station: Hampton Roads (Sewall Point)

Washington Office Review by (IV): Charles Hamarich

Final Drafting by (IV): Robert B. Kelly
Drafting verified for reproduction by (IV): Wes Kilian

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 64
Shoreline (More than 200 meters to opposite shore) (III): 16
Shoreline (Less than 200 meters to opposite shore) (III): 5
Control Leveling - Miles (II): 25
Number of Triangulation Stations searched for (II): 35
Number of BMs searched for (II): *None
Number of Recoverable Photo Stations established (III): 4
Number of Temporary Photo Hydro Stations established (III): None

Remarks: There are no known U.S. Coast and Geodetic Survey bench marks. However, the Camp Lejeune Navy Public Works Engineers have established third order elevations on several of their traverse stations and at least one triangulation station (THUESDALE, 1933). These are listed under the heading "Vertical Control" of this report.
Project Ph-58(49), a topographic mapping survey, consists of 8 quadrangles numbered T-9394 to T-9401, inclusive. The area of the project is located in the vicinity of the town of Swansboro and New River, N.C., and extends from the coastline between longitudes 77° 00' and 77° 30' northward to latitude 34° 46'. To the east it junctions with Ph-5(45) - a topographic and shoreline mapping project.

The field operations included complete field inspection and the establishment of some additional horizontal control. Contouring was accomplished by planimeter at 5-foot intervals. Compilation of planimetry was done by the multiplex; planimeter contours were later applied by graphic methods. The compilation scale was at 1:10,000. Except for T-9400N and T-9401N, each map manuscript is comprised of 2 sheets and is identified as the N (North) or S (South) sheet. Each sheet of the map manuscript - including T-9400N and T-9401N - is 3 3/4' in latitude by 7 1/2' in longitude; the exception to this is in the northern tier of 4 sheets (T-9344N to T-9397N inclusive) which are 4 3/4' in latitude.

For information on other phases of the work concerning the project, such as the project instructions, special reports, official correspondence, and other supplementary information, reference should be made to the project completion report, which will be compiled and submitted upon completion of the review of all the surveys on this project.

These maps are to be published by the Geological Survey at a scale of 1:24,000 as a standard topographic quadrangle. Cloth-backed lithographic prints of the original map manuscripts at compilation scale and the descriptive reports for all maps in this project will be filed in the Bureau Archives. Cloth-backed copies of the published topographic quadrangles will also be filed.
FIELD INSPECTION REPORT
Quadrangle T-9395
Project Ph-58(49)

Harry F. Garber, Chief of Party

2. AREAL FIELD INSPECTION

About two thirds of the area is a government reservation and is occupied by the Marine Corps. It is utilized as Camp Lejeune headquarters. Also, there are the residential, industrial, magazine, and a number of firing range areas. The northern third is wooded and has farming areas.

New River is at the west limit and the terrain is rolling near its shores. To the east the land flattens out somewhat.

North Carolina State Highway No. 24 crosses the northern half in an east-west direction. Within the Base there are numerous hard-surfaced and many secondary and tank-training roads.

Midway Park, devoted to housing of civilian and military personnel of Camp Lejeune, is the only town and it is controlled by the Marine authorities. It lies in the northwestern part of the quadrangle.

Field inspection is complete. No difficulty was encountered in photographic interpretation and notes were made on the photographs to aid the compiler. Reference is made to the Field Inspection Report for Quadrangle T-9394 for a discussion of photographic tone.

The photographs adequately cover the area and they are of good quality.

3. HORIZONTAL CONTROL

Four unmarked traverse stations were established as supplemental control for the photogrammetric plot. They were established as a part of a traverse run between station Hubert, 1932, and Mill (U.S.E.), 1933, and were named HM-2, HM-3, HM-4, and HM-5. All of them fall just north of the project limit.
Twenty three third-order traverse stations established by the Marine Corps were recovered and identified or used as azimuth stations. They are as follows:

Mon. 15 (U.S.N.)
Mon. 39 (U.S.M.C.)
Mon. 42 (U.S.M.C.)
Mon. 43 (U.S.M.C.)
Mon. 50 (U.S.M.C.)
Mon. 50 (U.S.N.)
Mon. 67 (U.S.M.C.)
Mon. 105 (U.S.M.C.)
Mon. 186 (U.S.M.C.)
Mon. 300 (U.S.M.C.)
Mon. 321 (U.S.M.C.)
Mon. 333 (U.S.M.C.)
Mon. 384 (U.S.M.C.) = Bluff, 1945
Boundary Marker V (U.S.N.)
Boundary Marker XIV (U.S.N.)
Boundary Marker XV (U.S.N.)
200,000 Gal. Water Tank, L.C.H. (U.S.M.C.)
300,000 Gal. Water Tank, (U.S.M.C.)
300,000 Gal. Water Tank, Area 1 (U.S.M.C.)
300,000 Gal. Water Tank, Area 5 (U.S.M.C.)
Parachute Tower 2 (U.S.M.C.)
Parachute Tower 3 (U.S.M.C.)
Spike, Intersection Sneads Ferry and Michael Roads (U.S.M.C.)

All known U.S. Coast and Geodetic Survey stations were searched for. Those reported lost on Form 526 are as follows:

Bluff (U.S.E.), 1931
French (U.S.E.), 1931
Grey (U.S.E.), 1932
Rhodes (U.S.E.), 1931

4. VERTICAL CONTROL

There are no U.S. Coast and Geodetic Survey bench marks. Most of the monumented Marine Corps traverse stations listed under Horizontal Control have third-order elevations established on them. They were used to control the contouring or as starting elevations for fly-level lines.

Note: Camp Lejeune, Areal, Water Tank, 1950
"" "" 2 "" ""
"" "" Parachute Tower No. 2, 1950
"" "" No. 3"
In addition to those already listed, the following U.S.M.C. bench marks (traverse stations) were recovered during contouring and used for vertical control only:

Mon. 126 (U.S.M.C.)
Mon. 309 (U.S.M.C.)
Mon. 360 (U.S.M.C.)
Mon. 419 (U.S.M.C.)
Sime 1941 USMC 400 (U.S.M.C.)

Recovery notes for these stations are submitted on Form 526 with elevations recorded thereon.

Approximately 25 miles of fly-levels were run to provide supplemental control for contouring. Forty three checked spot elevations were established, points being numbered 9501 through 9543.

Levels were also run in connection with the traverse across the north edge of the quadrangle.

5. CONTOURS AND DRAINAGE

Standard planimetric methods were used and the contouring done of the 1:10,000 scale photographs.

Approximately nine square miles in the industrial and adjacent developed areas of Camp Lejeune were contoured by the U.S. Navy Public Works Engineers. Their contouring was done on a scale of one inch equals fifty feet and the interval of one foot. Their contour sheets were reduced to a scale of 1:10,000 and the contours transferred to a heavy-weight print of the planimetric map manuscript. The contours were tested and found to be very accurate and shown in minute detail. When transferring these large-scale contours to the map manuscript the compiler should keep in mind the different scales upon which their work and ours was accomplished, and attempt to show a reasonable uniformity in the relief expression of the two works.

Drainage was compiled in connection with the planimetric maps furnished the Hydrographic Office in August, 1950. After completion of contours a positive film print of the planimetric manuscript was furnished the field party. Drainage was revised where found to need correction as brought out by the contouring. This positive print has been labeled "Drainage Overlay".
6. WOODLAND COVER

The high ground cover is mostly pine. There is some oak on the sand ridges. The drains are wooded with deciduous trees and a scattering of cypress and pine.

In the flatter section some of the area is covered by high-ground swamps which are saucer-like depressions vegetated with brush, briars, vines, and scrub trees. These areas flood during rainy seasons and hold water a large part of the year.

7. SHORELINE AND ALONGSHORE FEATURES

The high-water line was inspected and labeled on the photographs. At the same time the alongshore structures were labeled. Tide in this New River area is negligible and low-water line was not indicated.

8. OFFSHORE FEATURES

None.

9. LANDMARKS AND AIDS

Form 567 was submitted for the project.

10. BOUNDARIES, MONUMENTS AND LINES

A special project report was submitted on this subject.

11. OTHER CONTROL

Four recoverable topographic stations were established. They are:

- Acre, 1950
- Cone, 1950
- Corn, 1950
- Pole, 1950

12. OTHER INTERIOR FEATURES

Roads, buildings and all interior structures were inspected and classified in accordance with current instructions.

In connection with the rapidly expanding military program, many new structures and roads are being built in this area. Should it be considered desirable to bring the map up to date before publication, the Officer in Charge of the Navy Public Works Office at Camp Lejeune should be contacted.
13. **GEOGRAPHIC NAMES**

This is the subject of a special report covering the project and was submitted to the Washington Office in June, 1950.

14. **SPECIAL REPORTS AND SUPPLEMENTAL DATA**

There are no supplemental data for this quadrangle.

Special reports for the project are: Boundaries, Geographic Names, Landmarks for Charts, and Non-floating Aids.

Field inspection and edit of planimetry data were submitted to the Baltimore Photogrammetric Office under Transmittals No. 2, dated 28 March 1950; No. 11, dated 22 May 1950; No. 21, dated 6 July 1950; and, No. 24, dated 20 July 1950.

22 June 1951
Submitted by:

William H. Shearouse
Cartographer

13 July 1951
Approved by:

Harry E. Garber
Commander, USG&GS
Chief of Party
PHOTOGRAMMETRIC PLOT REPORT

Filed as part of the Descriptive Report

for T-9401
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<th>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS</th>
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1 ft. = 304.8006 meters

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CHECKED BY: A.K. Heywood    DATE: 6/14
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<tr>
<td>MON. 300 (USMC)</td>
<td>USMC P.2</td>
<td>1927</td>
<td>361.781.50</td>
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<td>2,495.550.34</td>
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<td>Parachute Tower No 2</td>
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<td>342.140.06</td>
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<td>77 22'</td>
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<tr>
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<td>375.638.34</td>
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<td>2,493.700.60</td>
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1 FT. = 0.3048006 METER
COMPUTED BY: H.P. Eichert
DATE: 4/50
CHECKED BY: A.C. Rauk, Jr.
DATE: 5/50
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<th>CORRECTION</th>
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<td>Field Comp 1927</td>
<td>341.688.16</td>
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<td>SOUTHEAST RADIO TOWER, 1950</td>
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<td>NEW RIVER DAYEN. 31, 1950</td>
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<td>329.183.22</td>
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<td>NEW RIVER LT. 29, 1950</td>
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<td>323.491.44</td>
<td>2,491,003.70</td>
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<td>NEW HOSPITAL, 1950</td>
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<td>340.861.09</td>
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*These positions located by triangulation in 1950.*
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<th>STATION</th>
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<td>BOUNDARY MARKER</td>
<td>USMC Field Pg. 4</td>
<td>N.A. 1927</td>
<td>356,058.10</td>
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<td>SPRING (USMC) 1931</td>
<td>GP LIST Pg. 124</td>
<td>&quot;</td>
<td>34.38 41.577</td>
<td>1281.2 (567.6)</td>
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<td>MON 67 (USMC)</td>
<td>USMC Pg. 5</td>
<td>&quot;</td>
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<td>1359.4 (164.6)</td>
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<td>&quot;</td>
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1 FT. = 0.0244085 METER

COMPUTED BY: H.P. Eichert and A.K. Haywood
CHECKED BY: A.K. Haywood and L.A. Senasack

DATE 6/50 6/14 and 7/50
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<th>LONGITUDE OR x-COORDINATE</th>
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<td>Parachute Tower 3</td>
<td>U.S.M.C. P.638</td>
<td>N.A. 1927</td>
<td>343.549.50</td>
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<td>Spring (U.S.E.) 1931</td>
<td>G.P. 1.124</td>
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<td>34 38</td>
<td>41 579</td>
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<td>U.S.M.C. P.5</td>
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<td>300,000 Gallon Water Tank</td>
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Scale of Map: 1:10,000
Scale Factor: 1.000

Photogrammetry

Page 17

1 FT. = 304.8006 METER
COMPUTED BY: W. L. Lineweaver
DATE: May 1950
CHECKED BY: A.K. Heywood
DATE: 6/14/50
COMPILATION REPORT

T-9395

PHOTOGRAMMETRIC PLOT REPORT

Refer to Descriptive Report T-9401

31--DELINEATION

Refer to item 31 of Descriptive Report T-9397 and item 22 of Photogrammetric Plot Report.

32--CONTROL

Refer to item 3 and 4 of Field Inspection Report and item 23 of Photogrammetric Plot Report.

33--SUPPLEMENTAL DATA

Map showing Reservation Boundary, Camp LeJeune, N. C., sheet 2 of 2.

34--CONTOURS AND DRAINAGE

Refer to item 5 of Field Inspection Report, and Notes to Compiler T-9395 by Harland R. Cravat. Also see "Contour Revision and Field Completion Report, Project Ph 58 (49), New River, N.C." submitted with report for T-9394.

35--SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate for compilation. No low water lines have been delineated. Shallow lines are compiler's interpretation.

Refer to item 22 of Photogrammetric Plot Report and item 7 of Field Inspection Report.

36--OFFSHORE DETAILS

These data are complete, although "none" are indicated in the field report.

37--LANDMARKS AND AIDS

Eight landmarks and three fixed aids to navigation are within this survey. All are triangulation stations.


28—CONTROL FOR FUTURE SURVEYS

Four recoverable topographic stations were established and plotted by multiplex. Positions and descriptions are herewith submitted on forms 524. They are listed under item 49 of this report.

39—JUNCTIONS

To the north is the limit of the project and no contemporary survey. Junctions have been made as follows:

To the east, with survey No. T-9396.
To the south, with survey No. T-9399.
To the west, with survey No. T-9394.

40—HORIZONTAL AND VERTICAL ACCURACY

Refer to Vertical Accuracy Test, T-9395 and Notes to Compiler T-9395 attached to this report. Also see "Contour Revision and Field Completion Report Project PH-58 (49), New River, N. C." bound under report for T-9394.

41—BOUNDARIES AND LINES

Boundary lines are shown as follows:

Swansboro—Stump Sound Township.
White Oak—Swansboro Township.
Jacksonville—White Oak Township.
Reservation Boundary, Camp Lejeune.

Refer to Report on Boundaries, Project Ph-58 (49).

42—45—Inapplicable.

46—COMPARISON WITH EXISTING MAPS

Comparison was made with the following:—U. S. Army, Army Map Service, 15 minute quadrangle, New River, N. C., scale 1:50,000, dated 1948.

Inasmuch as most of this survey lies within the limits of Camp Lejeune, U.S.M.C., the usual growth of military installations was noted.

Differences in contour interval and scale made it difficult to make an adequate comparison. However it is noted that the 5 foot contour interval definitely showed a better representation of topographic features as compared with the 20 foot interval on the quadrangle.

Refer to Notes to Compiler, T-9395 by H. R. Cravat for additional notes on contours. This is bound with this descriptive report.

Comparison was also made with U.S. Coast and Geodetic Survey, Air-Photo Compilation, Sheet No. 5050, New River, N. C., dated 1933, scale 1:20,000.

No military installations are shown on this 1933 compilation. Also not shown are the bridge over Wallace Creek, the major highways traversing the area, and all shoreline structures.

47—COMPARISON WITH NAUTICAL CHARTS

Comparison was made with the following U.S.C. & G.S. chart: Harbor Chart No. 777, scale 1:40,000, published July 1940 (2nd edition) 8/2/48.

Generally the same differences in culture exist in this
47--(Cont.)
comparison, particularly as regards military installations. Spoil areas
on the chart are not shown on the manuscript.

**Items to be applied to nautical charts immediately:**
New River Light 29, 1950. Position of this aid is not in
agreement with chart. Light is now approximately 200 meters north of
charted position off Grey Point. Also apply the new large pier at
Grey Point.

**Items to be carried forward:**
None.

Approved and forwarded

[Signature]
Hubert A. Paton, Comdr. C&GS
Officer in Charge

Respectfully submitted
16 September 1952

[Signature]
Albert C. Rauckly Jr.
Cartographer
50- PHOTOMGRAMMETRIC OFFICE REVIEW

T- 9355

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

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

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

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

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

BOUNDARIES
31. Boundary lines
32. Public land lines

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

Reviewer
Supervisor, Review Section or Unit

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:
The compilation of this half quadrangle is adequate and will be complete after application of field edit corrections.

The bridge data questioned on the Discrepancy Print is correct. This is a railroad trestle and it has about 25 open spaces, 3 ft. wide and 3 ft. above M. H. H., between boxed piling support. The published bridge data is incorrect. A letter will be written, informing the District Engineer of the discrepancy. The error or difference between clearance above high-water and that published is probably accounted for by that fact that the published clearance is above flood water stage.

In regards to the reviewer's note on the Discrepancy Print, it is believed that the field editor has added sufficient notes to aid the compiler in placing the drainage, swamp and flooded areas in their proper positions.

No edit of geographic names has been made. Official names should be taken from the special report submitted to the Washington Office 22 June.

Field edit information appears on the Field Edit Sheet, Discrepancy Print and the following Field photographs: LEJ-2-49, 51, 52, 75, 76, 77, 78, 108, 109, 110, 111, 130, 131, 133.

William H. Shearouse,
Cartographer

Jacksonville, N. C.,
6 July 1950
Field Edit Notes, T-9395 3:

The compilation of this half quadrangle will be adequate and complete after application of field edit information.

Sketches showing top and elevation of features at the bridge over Wallace Creek (Lat. 34 degrees 40 minutes plus, Long. 77 degrees, twenty-one minutes plus) are submitted.

Special attention should be given to drainage. An effort to improve the pattern by checking fall lines in the field was made, and delineating indicated drains on the photographs in black ink.

Mr. T. J. Dillon, Chief of Surveys, U.S.N. Public Works, Camp LeJeune, N. C., was questioned in regards to horizontal control stations existing near Lat. 34° 39', Long 77° 21'. He stated that BLUFF, 1931 and BLUFF, 1941 had been destroyed, but that before destruction of these stations a new station—BLUFF, 1945, Mon. 384 U.S.M.C.—was established (This is not supposed to be in the same position as BLUFF, 1931, as I previously stated, which was a misunderstanding on my part of what Mr. Dillon told me), which is the only one existing in this vicinity. The correct position of this station has been plotted on the Field Edit Sheet. The original recovery and picking of sub point for this station is absolutely positive and correct. From the correctly plotted position it appears that the sub point as identified, would hold.

No check was made of geographic names. A special report on this particular phase of work, covering the entire project was submitted to the Washington Office June 22, 1950.

Field edit information appears on the Discrepancy Print, Field Edit Sheet and the following photographs: LEJ-2-55, 55, 73, 72, 74, 111, 112, 113, 127, 128, 129.

William H. Shearouse,
Cartographer

Jacksonville, N. C.
20 July 1950
VERTICAL ACCURACY TEST
Quadrangle T-9395
Project Ph-53

A test of approximately 1.8 miles was run on the double weight print of the map manuscript between two checked spot elevation points near the northern project limit. It was laid out so as to check the work of topographers Warren M. Gottschlich and Merle W. Smith.

It began vertically at checked spot elevation point 9540 and ended at 9541. The error of closure was 0.97 ft. high and no adjustment was made.

Horizontal origin was at a road intersection. It terminated at the intersection of a road and driveway. Error of closure was 50 feet long. It was not adjusted.

To evaluate the points checked, a piece of clear vinylite was placed over the map print on which the test was run and the obtained elevations pricked on it. Enough detail was traced to hold the vinylite in position on the photographs and the contours on the photographs were thus checked. All contours appear to be well within accuracy requirements except the 25 and 30 ft. at the stream near the middle of the test. These two contours were displaced about 100 feet. They were corrected on the photographs.

22 June 1951
Submitted by:

[Signature]
William H. Shearouse
Cartographer
Field Completion
and
Contour Revision Report T-9395

The planimetry of this map was field-edited in the spring and summer of 1950. This report particularly includes the field edit of contours, drainage, and the planimetric changes occurring subsequent to the field edit of planimetry.

Methods and contours:

The original contours were examined in the Washington Office during the summer of 1951 and tested in the field for shape and accuracy later in the year. After much study and field testing it was concluded that considerable contour revision would be required. It was also concluded that the contour parties were materially handicapped by inferior quality aerial photographs and inexperienced personnel.

Before attempting to revise the contours, the weaknesses, poor photography and inexperienced personnel were remedied by assigning experienced topographers to the project and the procurement of new aerial photographs.

The new photographs were taken February 1952 at approximately 1:10,000 contact scale with the 6-inch focal length cartographic camera. The photographs were superior to the original 1949 Hydrographic Office photography for stereoscopic examination.

The satisfactory contours were separated from the unsatisfactory contours by either a stereoscopic examination, a visual examination or by planetable traverse methods. The acceptable contours and the corrected contours were blended together by reworking the contours on acetate overlays. A separate overlay was prepared for each original contour photograph, upon which all drainage, swamp limits, and contours were redrawn.

Each original contour photograph served as a base sheet. Acetate overlays were registered to the photographs by special tick marks, and by the tracing of some photographic details. To these overlays additional drainage and revised drainage was traced from the new photographs.

This drainage combined with most of the original field elevations (1), and supplemented by additional planetable revision elevations (2), were used to reshape the contours, using methods similar to examining multiplex work sheets. (Where complete reshaping was required, elevations were lightly penciled on the overlays. A segment of a 1952 photograph was registered under the overlay with the companion photograph oriented above the acetate. The contours in the registered segment of the model thusly controlled by the penciled elevations were drawn directly on the overlay with the aid of a stereoscope.)
(1) Some of the original field elevations were proved to be in error, particularly in the bottom of draws.

(2) Field revision elevations are indicated on the original contour photographs in red ink, checked elevations are indicated by circle around the point, and unchecked elevations by an X.

Junctions:

To insure a satisfactory contour junction with future surveys on the north, a planetable traverse was completed along north latitude 34° 45'. In the areas of contours, elevations were marked on the original contour photographs at 500 ft. intervals, and at all changes in slope.

Vertical Accuracy:

The vertical accuracy of this map as corrected on the acetate overlays, complies with National Map Accuracy Requirements.

In addition to the extensive planetable revision traverses, one vertical accuracy test was made; 91% of the points tested were within a tolerance of less than ½ contour interval of error.

New construction:

The Federal Government is planning the construction of a railroad from Cape Le Jeune, extending northwestward through the quadrangle. At the time of this survey the Department of Public Works had completed a tentative route survey on the ground, and preparations were underway for the acquisition of the land.

This party completed a closed planetable traverse over the brushed outline of the route survey, and marked elevations on the original contour photographs at 500-foot intervals, and at all changes in slope. This planetable traverse was essentially completed because it afforded access for checking the contours in the densely wooded areas, and not as a basis for delineating the railroad.

Construction problems will result in various realignments and contour changes that cannot be anticipated at this early date. For the correct portrayal of the railroad and related features, a field survey's subsequent to construction would be required. The planetable traverse can be used, however, for delineating location of proposed railroad.

New construction has changed the contours and planimetry in some areas. The most prominent of these areas were revised on the new 1952 photographs and cross-indexed to the applicable acetate overlays. Minor changes such as jeep and tank roads on the "Base" were disregarded.
Public Works Contours

Overlays were prepared for the U.S. Navy Public Works contours mentioned on page 9 of the descriptive report. These contours were smoothed out to conform with 1:10,000 scale mapping shapes. This smoothing process did not materially affect the vertical accuracy of the contours, but removed the stiffness that is usually present in large scale engineering contours.

Drainage:

Both perennial and intermittent drainage are indicated on the contour overlays by conventional symbol. In the developed areas of the "Base" all drainage is ditched, as a mosquito control measure. Most of these ditches are a development of the natural drainage and were delineated on the overlays as intermittent drainage.

Submitted
10 April 1952

Harland R. Cravat
Cartographer
62. Comparison with Registered Topographic Surveys:

<table>
<thead>
<tr>
<th>Survey Code</th>
<th>Year</th>
<th>Scale</th>
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</thead>
<tbody>
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<td>1:10,000</td>
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<td>T-4722</td>
<td>1933</td>
<td>1:10,000</td>
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<td>T-4723</td>
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<tr>
<td>T-5050</td>
<td>&quot;</td>
<td>1:20,000</td>
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</tbody>
</table>

A comparison of the new map with the old topographic surveys shows that numerous cultural changes have taken place such as the construction of buildings and roads.

For nautical charting purposes the new map (T-9397) supersedes the old surveys.

63. Comparison with Maps of Other Agencies:

- New River Quadrangle, AMS, Edition 1948, 1:62,500
- H. O. Misc. 15, 042-50-N1, Edition 1948, 1:50,000

A general comparison shows that the contours are in good agreement in several areas. New cultural changes were also noted.

64. Comparison with Contemporary Hydrographic Surveys: None

65. Comparison with Nautical Charts:

Chart No. 777, 22 September 1952, 1:40,000

Numerous roads, street layouts, and buildings are not shown on the chart. The spoil areas indicated on the chart opposite Frenchs Creek are not shown on the new map; photographs of the area reveal no indication of their existence.

66. Adequacy of Results and Future Surveys: This map complies with the project instructions and the National Map Accuracy Standards.

67. Vertical Control: Elevations for the majority of the traverse stations in this area have been established by the USMC or the USN. These elevations have been shown as checked and not as BM elevations, since it could not be determined from the data available if the methods used in establishing these elevations meet the requirements for third-order work or better.

Reviewed by:

Charles Hanavich
APPROVED

[Signature]
Chief, Review Section
Div. of Photogrammetry

John Landy
17 Mar 1955

[Signature]
Chief, Nautical Chart Branch
Division of Charts

[Signature]
Chief, Div. of Photogrammetry

[Signature]
Chief, Div. of Coastal Surveys
48--GEOGRAPHIC NAMES

- Raw Landing
- Bearhead Creek
- Beaverdam Creek
- Brewer Boulevard
- Camp Lejeune
- Camp Lejeune R.R.
- Camp Lejeune School
- Cogdels Creek
- Cowhead Creek
- Duck Creek
- Enon Chapel Baptist Church
- Farnell Bay
- First Baptist Church
- French Creek
- Gray Point
- Hadnot Point
- Holcomb Boulevard
- Horse Swamp
- Horse Swamp Pococin
- Jacksonville Township
- Jumping Run
- Lloyds Meadow
- Little Northeast Creek
- Kellumtown School
- Marshall Chapel
- Marshall Chapel School
- Mumford's Hill (from Army Map Service, New River Quad.)
- Midway Park
- Midway Park School
- Mott Creek
- New River
- Northeast Creek
- N.C. 24
- Onslow County (from County Map)
- Piney Green
- Poplar Creek
- Rhodes Point
- River Drive
- Rocky Run
- Spring Point
- Starrett's Meadows (also partly on east of)
- Stone Street
- Stump Sound Township
- Swansboro Township
- Trailer Camp
- Union Chapel
- Wallace Creek
- Wallace Creek
- Wake Street
- Weil Point
- White Oak Township
- Winston Road

* These names from field inspection data.
** These names from field edit data.

Names underlined in red are approved, 1-28-53

1953,

(Township names agree with Census Maps)
The following is a list of landmarks, fixed aids to navigation and recoverable topographic stations within this survey:

**Landmarks:**
- **CUPOLA,** U. S. Naval Hospital, painted aluminum (94 ft. high)
- **RADIO MAST,** Northerly of three, (157 ft. High)
  - " " , Easterly " " , (157 ft. high)
  - " " , Westerly " " , (158 ft. high)
- **PARACHUTE TOWER,** Northerly of two, (260 ft. High)
  - " " , Southerly " " , (260 ft. high)
- **TANK** (Elevated), skeleton steel, (150 ft. high)
  - (300,000 gal. water tank, Area 1, USMC)
- **TANK** (Elevated), skeleton steel, (150 ft. high)
  - (300,000 gal. water tank, Area 5, USMC)

**Fixed aids to navigation:**
- **LIGHT 29,** New River Light 29
  - (Black square daymark on pile)
- **DAYBEACON 31,** New River Daybeacon 31
  - (Black square daymark on pile)
- **LIGHT 32,** New River Light 32
  - (Red triangular daymark on pile)

All of the above 11 are triangulation stations.

**Recoverable topographic stations:**
- **CORN,** 1950
- **POLE,** 1950
- **CONE,** 1950
- **ACRE,** 1950

*Refer to Form 527 for correct station designations.*
P.O.Box 64
Jacksonville, N.C.

12 April 1950

To: Officer in Charge
Baltimore Photogrammetric Office
Baltimore, Md.

Subject: Geographic positions requested by Washington office, Proj. Ph-58(49)

The Washington Office has requested that I furnish you geographic positions for stations PARADISE POINT WATER TANK (U.S.N.) and MON 384 (U.S.M.C.).

PARADISE POINT WATER TANK (U.S.N.) should have been recorded as 200,000 GAL WATER TANK (U.S.M.C.), as listed under Public Works quadrangle No. 119, and MON 384 (U.S.M.C.) should be BLUFF 1945 384 (U.S.M.C.), as listed under Public Works quadrangle No. 160. (Mr. Dillon of the Public Works engineers states MON 384 was set in the same position as BLUFF, 1931, (USE).

It is regretted that this confusion in our recording has occurred. These stations were used by us before receipt of a listing of correct names from the Public Works engineers.

In this connection I have requested a copy of their quadrangle index sheet which I will send you for use in tying down stations of similar name i.e., 100,000 GAL WATER TANK, FOREST FIRE OBSERVATION TOWER, etc.

Respectfully,

/s/ William H. Shearouse
Cartographer

cc: Div. of Photogrammetry
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 Chart letter 542 (1951).

<table>
<thead>
<tr>
<th>State</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Harbor Chart</th>
<th>Reference Chart</th>
<th>Offshore Chart</th>
<th>Charts Affected</th>
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</thead>
<tbody>
<tr>
<td>North Carolina</td>
<td>Cupola</td>
<td>(Camp Lejeune, USN Hospital Cupola) 9½' high</td>
<td></td>
<td>34 40</td>
<td>987.6</td>
<td>77 22</td>
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<td>N.A.</td>
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<td>777</td>
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<td></td>
<td>Tower</td>
<td>(Camp Lejeune, North Radio Tower), 157' high</td>
<td></td>
<td>34 40</td>
<td>1217.5</td>
<td>77 21</td>
<td>27.81</td>
<td>T-9395</td>
<td>1950</td>
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<td>x</td>
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<tr>
<td></td>
<td>Tower</td>
<td>(Camp Lejeune, Southeast Radio Tower), 157' high</td>
<td></td>
<td>34 40</td>
<td>1118.9</td>
<td>77 21</td>
<td>636.2</td>
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<td></td>
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<tr>
<td></td>
<td>Tower</td>
<td>(Camp Lejeune, Southwest Radio Tower), 158' high</td>
<td></td>
<td>34 40</td>
<td>1105.9</td>
<td>77 21</td>
<td>757.6</td>
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<tr>
<td></td>
<td>Tank</td>
<td>(Camp Lejeune, Area 1, Water Tank), 150' high</td>
<td></td>
<td>34 40</td>
<td>628.3</td>
<td>77 21</td>
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<td></td>
<td>Tank</td>
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<td>34 39</td>
<td>973.4</td>
<td>77 20</td>
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<td></td>
<td>Tower</td>
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<td>77 20</td>
<td>1189.8</td>
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<td>583.7</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 reetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks be charted on (deleted from) the charts indicated.

The positions given have been checked after listing by C.H.

Harry P. Garber  
Chief of Party.

<table>
<thead>
<tr>
<th>State</th>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Harbor Chart</th>
<th>Offshore Chart</th>
<th>Charts Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Carolina</td>
<td>Blk Square daymark on pile (New River, Light No. 29)</td>
<td>Lt. 29</td>
<td>34 37 1232.3 77 22 104.4</td>
<td>39.99</td>
<td>4.10</td>
<td>N.A. Tri.</td>
<td>1927 T-9395</td>
<td>1950</td>
<td>X</td>
<td>777</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Blk Square daymark on pile (New River, Day Mark No. 31)</td>
<td>Daybn 31</td>
<td>34 38 1116.4 77 21 1518.9</td>
<td>36.23</td>
<td>59.63</td>
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</tr>
<tr>
<td></td>
<td>Red triangular daymark on pile (New River, Light No. 32)</td>
<td>Lt. 32</td>
<td>34 39 1087.7 77 21 1437.1</td>
<td>36.20</td>
<td>96.42</td>
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<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>X</td>
<td>777</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 sheets. Information under each column heading should be given.
<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>10-19-54</td>
<td>777</td>
<td>James H. Bell</td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td>5-24-62</td>
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<td>G. R. Johnson</td>
<td>Before After Verification and Review</td>
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</tr>
<tr>
<td></td>
<td></td>
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<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.
History of Hydrographic Information
Quadrangle T-9395
North Carolina

Hydrography was applied to the map manuscript in accordance with Division of Photogrammetry General Specifications dated 18 May 1949.

Soundings and depth curves at mean low water datum originate with the following:

USCG&GS Hydrographic Surveys

<table>
<thead>
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<th>Survey</th>
<th>Scale</th>
<th>Date</th>
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<tbody>
<tr>
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<td>1:10,000</td>
<td>1933</td>
</tr>
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<td>H-5302</td>
<td>1:10,000</td>
<td>1933</td>
</tr>
<tr>
<td>Nautical Chart 777</td>
<td>1:40,000</td>
<td>1952</td>
</tr>
</tbody>
</table>

Hydrography was compiled by C. Theurer and verified by O. Svendsen.

[Signature]
C. Theurer
5 June 1953