Diag. Cht No. 1235-2

**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-58 (49)</td>
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</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Onslow County</td>
</tr>
<tr>
<td>Locality</td>
<td>New River (Sneads Ferry)</td>
</tr>
</tbody>
</table>

**1947 52**

CHIEF OF PARTY
Harry F. Garber, Chief of Party
H. A. Paton, Baltimore Photogrammetric Office

**LIBRARY & ARCHIVES**

DATE: JULY 19, 1955
DATA RECORD

T-9398

Project No. (II): Ph-58(49)  Quadrangle Name (IV):


Photogrammetric Office (III): Baltimore, Md.  Officer-In-Charge: H. A. Paton

Instructions dated (II) (III): 27 February 1950
26 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)

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): FEB 19 1953

Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date: Date registered (IV): 21 June, 1953

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): NA 1927

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

Reference Station (III): STONE ECC., 1932

Lat.: 34° 34' 28.390"  Long.: 77° 25' 13.864"  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.
DATA RECORD

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

Planetable contouring by (II): H. G. Murphy
Date: April 1951

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

Mean High Water Location (III) (State date and method of location):
Feb. 10, 1952 (Photogrammetric)

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

Projection and Grids checked by (IV): J.S.B.
Date: Mar. 1950

Control plotted by (III): D. M. Brant
Date: Apr. 1950

Control checked by (III): A. C. Rauck
Date: April 1950

Radial Plot or Stereoscopic Control extension by (III): A. K. Heywood
Date: May 1950
D. M. Brant

Stereoscopic instrument compilation (III):
Planimetry A. K. Heywood
Date: May 1950
Contours D. M. Brant

Manuscript delineated by (III):
B. Kurs - S
Date: June 1950
J. Y. Councill - N
J. Y. Councill (contours)
Jan. 1953

Photogrammetric Office Review by (III): R. Glaser
Date: Feb. 1953

Elevations on Manuscript checked by (II) (III):
J. A. Clear, Jr.
Date: May 1951
R. Glaser
Feb. 1953
1949 photography taken with 6" focal length camera
1952 photography taken with U.S.C.& G.S. Type 0 Camera,
and nine-lens camera (12" focal length).

Camera (kind or source) (III):

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<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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<tbody>
<tr>
<td>LEJ-1-21 thru 1-27</td>
<td>12/1/49</td>
<td>12:22</td>
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<td>0.4 above MLW</td>
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<tr>
<td>LEJ-1-48 thru 1-48</td>
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<td>0.4</td>
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<tr>
<td>LEJ-1-79 thru 1-85</td>
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<td>LEJ-2-4 thru 2-9</td>
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<td>11:44</td>
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520-290 thru 520-304 2/10/52 12:00 (Est. time) 1:10,000 0.4

Nine-lens photos

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<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
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</thead>
<tbody>
<tr>
<td>34774 thru 34778</td>
<td>2/10/52</td>
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<td>34782</td>
<td>34785</td>
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<td>34810</td>
<td>34813</td>
<td>1:11</td>
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</tr>
<tr>
<td>34819</td>
<td></td>
<td>1:23</td>
<td></td>
<td>-0.1</td>
</tr>
</tbody>
</table>

Tide (III) From predicted table of Tides

| Reference Station: | HAMPTON ROADS |
| Subordinate Station: | NEW RIVER |

Washington Office Review by (IV): C. Theurer

Final Drafting by (IV): 9398 N
Drafting verified for reproduction by (IV): WO Hallman 9398 N

Proof Edit by (IV): 

Land Area (Sq. Statute Miles) (III): 53
Shoreline (More than 200 meters to opposite shore) (III): 28
Shoreline (Less than 200 meters to opposite shore) (III): 8
Control Leveling - Miles (II): 31
Number of Triangulation Stations searched for (II): 37
Number of BMs searched for (II): 16
Number of Recoverable Photo Stations established (III): 6
Number of Temporary Photo Hydro Stations established (III): None

Remarks:
Summary

Project Ph-58(49) consists of eight topographic quadrangles numbered T-9394 to T-9401. The project area extends along the coast of North Carolina from White Oak River to New River and includes the towns of Swansboro and Jacksonville. Camp Lejeune, Bogue Airfield U.S.M.C. and parts of the Croatan National Forest and the Intercoastal Waterway are included in the project area.

Field operations included complete field inspection and the establishment of some additional horizontal control. Contouring was accomplished by planetable at a five foot interval on 1:10,000 scale Navy photographs taken in 1949. Compilation of planimetry at a scale of 1:10,000 was done by multiplex and the planetable contours added by graphic methods. This project was field edited in 1950 and re-checked in 1952 with USGS single lens photographs taken in 1952 to aid in the necessary contour revision accomplished in that year. The northern tier of quadrangles cover 8 1/2 minutes of latitude. The remainder are standard 7 1/2 minute quadrangles.

For information on other phases of the work concerning the project such as: project instructions, special reports, correspondence, and other supplementary information refer to the Project Completion Report which will be compiled and submitted upon completion of the review of all surveys in this Project.

These maps are to be published by the Geological Survey at a scale of 1:24,000 as standard topographic quadrangles. Cloth-backed lithographic prints of the map manuscripts at compilation scale before the addition of hydrographic information and the Descriptive Reports will be registered and filed in the Bureau Archives. Cloth-backed copies of the published quadrangles with hydrographic information will also be filed.
Field Inspection Report, T-9398

2. Areal field inspection.--The area is mostly rural, only two unincorporated villages being found. They are Sneads Ferry and Dixon.

A sizeable portion of the land is devoted to agriculture. That part not cultivated is wooded with pine and some deciduous trees on the higher ground and gum, other deciduous, pine, and scattered cypress trees in the swampy areas. There are a number of small Pocosins and the edge of a large one touches the northwest side.

The U. S. Marine Corps occupies about a fourth of the area, which is part of Camp Lejeune. This section of the Camp is known as the Rifle Range and is a permanent subcamp.

About twenty percent is water, being a part of New River and the Intracoastal Waterway.

The Atlantic Coast Line railroad runs through the northwest corner and several highways cross the area. The most important of these are U. S. Highway 17 and N. C. State Highway 172.

Field inspection is believed to be complete. No unusual difficulties in photographic interpretation were encountered. Types of vegetation were labelled.

The terrain is very rough and cut-up near the shores of New River but flattens out near the western limit. This is further discussed under item 5.

Photographic coverage is complete and the photographs of good quality.

3. Horizontal control.--All known horizontal stations of the Coast and Geodetic Survey and the Corps of Engineers were searched for and reported on Form 528. These were supplemented with U. S. Marine Corps traverse stations, but no effort was made to recover all of their control.

Following is a list of horizontal control stations not established by the Coast and Geodetic Survey.

- Corps of Engineers (third order):
  - North Base (U.S.E.), 1941
  - South Base, E. M. U. 27 (C of E), 1941

- U. S. Marine Corps:
  - Boundary Marker XVII (U.S.M.C.)
Buna (U.S.M.C.), 1942
Forest Fire Observation Tower (U.S.M.C.)
Forest Fire Observation Tower No. 2 (U.S.M.C.)
100,000 Gal. Water Tank (U.S.M.C.)

Mr. T. J. Dillon, Chief of Surveys, U. S. Navy Public Works, at Camp Lejeune, states that these stations were established by the contract engineers when Camp Lejeune was built and considered third order traverse stations.

The following is a list of "lost" Coast and Geodetic Survey stations which were reported on Form 525.

<table>
<thead>
<tr>
<th>Station</th>
<th>Year</th>
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<tbody>
<tr>
<td>Beacon No. 5, 1933</td>
<td>Gin, 1932</td>
</tr>
<tr>
<td>Camp, 1932</td>
<td>Gin, Eccentric, 1932</td>
</tr>
<tr>
<td>*Camp Davis Tank No. 1, 1943</td>
<td>Grove, 1914</td>
</tr>
<tr>
<td>*Camp Davis Tank No. 2, 1943</td>
<td>Log, 1914</td>
</tr>
<tr>
<td>*Camp Davis Tank No. 3, 1943</td>
<td>Foverty, 1932</td>
</tr>
<tr>
<td>*Camp Davis Tank No. 4, 1943</td>
<td>Stone, 1932</td>
</tr>
<tr>
<td>Court, 1932</td>
<td>Water, 1932</td>
</tr>
<tr>
<td>Ferry, 1932</td>
<td>3 - 3 - 182 (USE), 1933</td>
</tr>
<tr>
<td>Fullard, 1914</td>
<td></td>
</tr>
</tbody>
</table>

*Outside project.

4. Vertical control.--All bench marks of the Coast and Geodetic Survey were searched for. Those recovered were identified on the photographs.

Following is a list of recovered bench marks.

<table>
<thead>
<tr>
<th>Station</th>
<th>Order</th>
</tr>
</thead>
<tbody>
<tr>
<td>R 27</td>
<td>C 148, first order</td>
</tr>
<tr>
<td>T 27</td>
<td>D 148, &quot;</td>
</tr>
<tr>
<td>U 27</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

H 230, second order.

Tidal bench marks:

Sneads Ferry Tidal Bench Mark 2
Sneads Ferry Tidal Bench Mark 3.

Supplemental control for planestable contouring was established by spirit leveling. About 31 lineal miles were run. These lines originated and terminated at bench marks or at closed fly level lines. The maximum error of closure was .22 foot. No lines were adjusted.

Forty-eight checked spot elevations were thus established. They are numbered 9801 - 9848 and are shown on the photographs in blue ink.
Establishment of one elevation was specified for multiplex control. This point lies immediately west of the project limit at approximate lat. 34°36.5', Long. 77°30.6'. It was established by planerable method, beginning and closing at a bench mark. The error of closure was within one half foot.

5. Contour and drainage.--Standard planerable methods were used and the contouring done on the photographs.

Considerable of the contouring was done during the summer and fall months when the foliage was dense. This retarded progress and required more stereoscopic examination of the photographs and walking over the area than usual, as it was not possible to see more than a few feet from the planerable in many places. Thus numerous lines were cleared, traversing areas from road to road or to water. Many narrow ravines cut up the area near New River and the major feeder streams. Many of these were difficult to detect with the stereoscope and more elevations than usual were required to find and contour them. It is felt that these ravines are fairly well represented by the contour lines on the photographs. However, the compiler should keep in mind they are narrow, with steep slopes.

Drainage was delineated in the photogrammetric office prior to contouring. Corrections brought out by the contours have been made on a film positive of the planerable map manuscript. It was labelled "Drainage Overlay".

6. Woodland cover.--See item 2.

7. Shoreline and alongshore features.--The shoreline of New River and the Intracoastal Waterway was inspected from a small boat running close to shore. The high-water line was delineated as photographed, there being no appreciable erosion of late. Thorough inspection was made, where trees obscure it, to take care of the overhang. This overhang is usually 10 or 12 feet.

In New River there is practically no periodic tide and no attempt was made to delineate the low-water line.

High-water line and approximate low-water line were delineated on the ocean front by measuring from identifiable features.

The Intracoastal Waterway runs through a marshy area and the apparent shoreline was indicated.

The foreshore is composed of sand and shells. It is generally flat and shallow. Notations were made where clarification seemed necessary.

The shoreline of New River is composed of numerous bluffs rising from the water to a maximum of about 35 feet. Many of these were labelled.

Alongshore features such as piers, submarine cables, and shoreline
structures were inspected and notations made regarding them.

8. Offshore features.—All visible offshore features were visited and identified.

Low-water line is indicated as approximate.

9. Landmarks and aids.—Landmarks were inspected from seaward and reported on Form 567. Fixed aids to navigation in the open waters were located by theodolite method. Those in the Intracoastal Waterway, being near shore, were identified on the photographs by direct marking. Form 567 was submitted as a project report for all nonfloating aids.

Copies in this report.

10. Boundaries, monuments and lines.—This subject is covered in a special report for the project.

11. Other control.—To comply with project Instructions, two recoverable topographic stations were established. They are Cold, 1950, and Pier, 1950.

12. Other interior features.—Interior features such as buildings, roads, etc., were inspected and labelled in accordance with current instructions.

Bridge clearances for the Sneads Ferry bridge were measured and are reported as follows:

Swing type, highway bridge, Horiz. cl. Left span: 51 ft. Right span: 50 ft. Vert. Cl. 9 ft. above mean high water markings on bridge fender.

13. Geographic names.—This is the subject of a special report covering the project, submitted in June 1950.

14. Special reports and supplemental data.—Special reports were submitted for Geographic Names, Landmarks for Charts, Nonfloating Aids to Navigation, and Boundaries.

Field inspection data and field edit of planimetry were forwarded to the Baltimore Photogrammetric Office under transmittals No. 4 dated 4 April 1950, No. 6 dated 21 April 1950, No. 10 dated 20 May 1950, No. 18 dated 22 June 1950, and No. 19 dated 23 June 1950.

Respectfully submitted,
18 May 1951/
William H. Shearouse
Cartographer
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR Y-COORDINATE</th>
<th>LONGITUDE OR X-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<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>
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<tbody>
<tr>
<td>GRANT, 1914</td>
<td>GP 617</td>
<td>N.A. 1927</td>
<td>34.30</td>
<td>42.640</td>
<td>1313.9 (534.9)</td>
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<td>77.24</td>
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<td>HINES, 1932</td>
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<td>3-3-151, 1933</td>
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<td>34.30</td>
<td>12.613</td>
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<td>(USE)</td>
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<tr>
<td>BUNA, 1942</td>
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<td>301.836.01</td>
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<td>FERRY ECCENTRIC</td>
<td>USMC P.13</td>
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<td>1932</td>
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<td>XXXIII</td>
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1 FT. = 0.3048006 METER

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<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR $\lambda$-COORDINATE</th>
<th>LONGITUDE OR $x$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FOREST FIRE OBSERVATION TOWER No. 2 (USMC)</td>
<td>USMC P.13</td>
<td>N.A. 1927</td>
<td>307,619.54</td>
<td>2,481,774.23</td>
<td>798.4</td>
<td>725.6</td>
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<td>USMC P.11</td>
<td>II</td>
<td>316,883.71</td>
<td>2,456,269.92</td>
<td>574.2</td>
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<td>G.P. P.123</td>
<td>II</td>
<td>34 35 07.143</td>
<td>77 23 30.583</td>
<td>220.1</td>
<td>1628.7</td>
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<td>COVIL, 1932</td>
<td>G.P. P.123</td>
<td>II</td>
<td>34 35 05.419</td>
<td>77 24 07.754</td>
<td>136.2</td>
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<td>G.P. P.11</td>
<td>II</td>
<td>34 31 04.382</td>
<td>77 24 08.689</td>
<td>1490.8</td>
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<td>LOG 2, 1947</td>
<td>G.P. P.608</td>
<td>II</td>
<td>34 30 05.302</td>
<td>77 23 58.007</td>
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<td>BEACON No. 5, Station destroyed</td>
<td>G.P. P.621</td>
<td>II</td>
<td>34 30 16.777</td>
<td>77 24 47.627</td>
<td>516.9</td>
<td>(1331.8)</td>
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<tr>
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<td>USMC P.12</td>
<td>II</td>
<td>308,905.46</td>
<td>2,457,759.69</td>
<td>1190.4</td>
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<tr>
<td>100,000 GAL WATER TANK (USMC)</td>
<td>P.11</td>
<td>II</td>
<td>310,797.16</td>
<td>2,666,164.30</td>
<td>243.0</td>
<td>(1281.0)</td>
<td>354.9</td>
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<tr>
<td>STONE ECC., 1932</td>
<td>G.P. P.123</td>
<td>II</td>
<td>34 34 28.390</td>
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<tr>
<td>SOUTH BASE BM U 27</td>
<td>C of E P.621</td>
<td>II</td>
<td>34 30 53.097</td>
<td>77 31 37.921</td>
<td>1636.1</td>
<td>(212.7)</td>
<td>967.3</td>
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</table>

1 FT. = 0.048036 METER

COMPUTED BY: D.M. Brant DATE April 6, 1950

CHECKED BY: A.C. Rauck, Jr. DATE 5/1/50
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION</th>
<th>LATITUDE OR ( \nu )-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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<tr>
<td>NEW RIVER LT. 27, 1950</td>
<td>Field Comp</td>
<td>N.A. 1927</td>
<td>315,447.72</td>
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<td>NEW RIVER LT. 25, 1950</td>
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<td>&quot;</td>
<td>311.427.64</td>
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<td></td>
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<td>545.0</td>
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<td>NEW RIVER LT. 23, 1950</td>
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<td>&quot;</td>
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<td>&quot;</td>
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<td>301,169.80</td>
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<td>&quot;</td>
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<td>1316.9</td>
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<td>2,483,045.67</td>
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<td>NEW RIVER DAYBN. 15, 1950</td>
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<td>&quot;</td>
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<td>&quot;</td>
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<td>745.2</td>
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<td>2,489,049.78</td>
<td>1234.4</td>
<td>289.6</td>
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</tr>
</tbody>
</table>

* These positions located by triangulation in 1950.
PHOTOGRA MENT METR PLOT REPORT

Refer to Descriptive Report T-9401 for photogrammetric plot report.

31. DELINEATION

Refer to item 22 of the photogrammetric plot report. All planimetric details were plotted from multiplex. Planetable contours were transferred from field photographs and overlays to the manuscript by graphic methods.

32. CONTROL

This is discussed sufficiently in item 23 of the photogrammetric plot report.

33. SUPPLEMENTAL DATA

The following maps were used to supplement the photographs and identify the information taken from each:


Map of Onslow County showing township boundaries. Published by the "North Carolina State Highway and Public Works Commission", scale 1" = 1 mile, dated 1944.

Map showing the Right of Way of the Intracoastal Waterway, section II, scale 1:10,000, dated February 1932.

34. CONTOURS AND DRAINAGE

Contours were transferred to the manuscript from vinylite overlays prepared by the Field Editor as a revision of the original contours.

Drainage, previously delineated that was in poor agreement with the contours was removed from the manuscript as per instructions dated 28 November 1951, (Ref. to No. 711-mkl)

See Contour Revision and Field Completion Report bound with Descriptive Report for T-9394.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was adequate. All low water lines are approximate and are delineated from photo examination and field inspection data. The MHW line was revised in the compilation office using new photographs taken February 10, 1952.

36. OFFSHORE DETAILS

Offshore data are complete.
37. **LANDMARKS AND AIDS**

There are sixteen non-floating aids and landmarks within this survey. Fourteen of these are non-floating aids, six of which were located by multiplex and eight by triangulation in New River. (See Special Report on Triangulation Along New River, North Carolina). There are two landmarks which were located by traverse.

38. **CONTROL FOR FUTURE SURVEYS**

In addition to the two recoverable topographic stations reported in item 11 of the field report, six Forms 524 are herewith submitted for non-floating aids, also one Form 524 for GRANT AZ. MK., 1932, originating in the Baltimore office is submitted. All stations were plotted by multiplex.

A list of Recoverable Topographic Stations is included under item 49 of this report.

39. **JUNCTIONS**

Complete and satisfactory junctions have been made to the north with Survey No. T-9394; to the south with Survey No. T-9401; to the east with Survey No. T-9399. To the west there is no contemporary survey.

40. **HORIZONTAL AND VERTICAL ACCURACY**

Inapplicable.

41. **BOUNDARIES, MONUMENTS AND LINES**

Boundary lines shown are as follows:

- U. S. Marine Corps Reservation Boundary
- Swansboro - Stump Sound Townships
- Intracoastal Waterway Right of Way (Refer to letter in this report).

42 thru 45. Inapplicable.
46. COMPARISON WITH EXISTING MAPS

This survey has been compared with the following maps:


47. COMPARISON WITH NAUTICAL CHARTS

Visual comparison was made with the following nautical charts:


Items to be Applied to Nautical Charts Immediately:

None

Items to be Carried Forward:

None

Respectfully submitted
9 February 1953

Donald M. Brant
Cartographer

Approved and Forwarded

Jack C. Sammons
Officer in Charge
PHOTOGRAMMETRIC OFFICE REVIEW

T-9398


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 ________

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines ________ 32. Public land lines ________

MISCELLANEOUS

40. Reviewer ________ 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: ________
48. GEOGRAPHIC NAMES

Alligator Bay
Atlantic Coast Line RR
Atlantic Ocean

Biglins Cr

Camp LeJeune
Carrel Chapel Church (b)
Catfish Pt
Chadwick Bay
Charles Creek
Community Church of God (b)
Conkleton Road
Courthouse Bay

Dixon
Dixon Road

Ellis Cove
Everett Cr

Fannie Cr
Ferry Pt
Freewill Church (b)
Foyes Landing (c)
Pulcher Landing
Fullard Cr

Goose Bay
Great Sandy Run Pocosin (a)

Hall Pt Rd
Hickory Pt
Hines Pt

Intracoastal Waterway

Jarretts Pt
Jenkins Church (b)

Little Zion Church (b)

Moores Ridge Road (a)
Mill Creek (into Alligator Bay)
Mill Creek (into Stone's Bay)

Millstone Creek
Muddy Creek

N. C. 172 (b)
New River

Onslow County
48. GEOGRAPHIC NAMES (Cont'd)

   Peru Road
   Pollocks Pt
   Poverty Pt
   Salem Church  (b)
   Sandford Landing
   Sneads Creek
   Sneads Ferry
   Sneads Ferry Bridge  (b)
   Stone Bay
   Stone Creek
   Stone Landing (Stone Landing)  (c)
   Stump Sound Township  (b)
   Swansboro Township  (b)

   Thomas Landing Road
   Turkey Creek
   US 17  (b)

   Wheeler Creek
   Topps Church  (b)

   Source of Names

   Except for the following sources the names on this survey were taken from the "Geographic Names Standard".

   (a)  AMS, Maple Hill Quad., scale 1:50,000, dated 1948.

   (b)  Field inspection or field edit.

   (c)  AMS, New River Quad., scale 1:50,000, dated 1948.

   ________________________________
   Names approved
   7-3-53.  H. Heck.
49. **NOTES FOR THE HYDROGRAPHER**

The following recoverable topographic stations are within this survey:

- Cold, 1950
- Pier, 1950
- Grant Az. Mk. 1932, 1950
- Alligator Bay Daybeacon 17, 1950
- Alligator Bay Daybeacon 19, 1950
- Alligator Bay Light 23, 1950
- Alligator Bay Daybeacon 25, 1950
- Courthouse Bay Channel, R. R. Lt., 1950
- Courthouse Bay Channel, R. Fr. Lt., 1950
Preliminary
Field Edit Notes, T-9398 N/2

Field edit notes are to be found on the Discrepancy Print, the Field Edit Sheet and photographs.

Special attention should be given to drainage. It has been indicated in a more complete pattern on the photographs.

An investigation was made as to the construction of roads in the project area. It was found that all hard surfaced roads within the U. S. Marine Base have a sub-surface of 4 inches or more of hard rock on which as a layer of 2 inches of more of asphalt, making them class 2. Further, the State roads do not have a subsurface other than earth fill and are correctly classified Rd. 4a. This also applies to U. S. Highway 17.

Geographic names have not been edited. The report for them was forwarded to the Washington Office on 22 June.

W.H.S.
William H. Shearouse,
Cartographer

23 June 1950
Roads and vegetation limits are good, very few corrections being required.

Buildings need special attention as numerous ones were left off. We have tried to make a careful check of these and have circled them in black ink. It seems the original field inspection was not followed closely.

Drainage needs special attention. We have checked numerous drains in the field and traced out others in the office and believe the pattern is more logical and correct now. These drains have been indicated in black ink on the photographs.

The shoreline proved to be well done and accurately delineated.

A Form 526 is being submitted for BEACON NO. 5, 1933, showing this triangulation station to be destroyed. The symbol should be removed from the map manuscript.

No check of geographic names has been made. The special report on Geographic Names covering the Project was mailed to the W. O. today, 22 June.

William H. Shearouse,
Cartographer
Testing of contours was done in two parts. An attempt to select representative areas was made, bearing in mind the type of terrain and the foliage conditions under which the contouring was accomplished. Thus photograph LEJ-1-23 was selected to represent an area of "cut-up" terrain and which was done when foliage was dense. This test was about 1.6 miles long. Photograph LEJ-1-25 was chosen as representative of somewhat flatter terrain and which was worked in the fall. This line was about 3 miles long.

The test on photograph LEJ-1-25 originated vertically at Bench Mark T-27 and closed at Bench Mark D-148. The error of closure was 0.2 foot high and not adjusted.

Horizontally it originated at a road intersection, was tied in at a tree, about half way the line, where the error was about 50 feet (long), and terminated at a tree near Bench Mark D-148, where the error was about 25 feet (short). Position was corrected in the middle of the line (at the tree), but no adjustment was made over the line.

Vertical origin of the test on photograph LEJ-1-23 was at Bench Mark R-27. Termination was at Bench Mark C-148. Closure was 0.6 foot low and no adjustment was made.

The horizontal origin was at a road intersection and termination was at a lone tree. The error of closure was 25 feet (short) and not adjusted.

Azimuth closure was excellent on both sections of the test.

A total of 67 points were tested. Of these 5 or 6 appear to exceed the vertical accuracy requirement of one half contour interval. Contours were not reshaped on the photograph to agree with tested points as it was considered desirable for the reviewer to see the original work before correcting.

An overlay is attached to photograph LEJ-1-23 showing corrected contours. Slight reshaping of only one contour was required on photograph LEJ-1-25 and no overlay was made.

The relief picture appears to be correctly expressed—except where corrected on the overlay—and the detected errors are due to faulty placement of sketched contours.

Extensive changes were made to the drainage and contours in 1952. See Contour Revision and Field Completion Report in Descriptive Report T4394.

Respectfully submitted,
17 May 1951

William H. Shearouse

William H. Shearouse
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

Donald M. Grant

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</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>SHORE CHART</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>TANK</td>
<td>Skeleton steel (150 ft. high)</td>
<td>U.S.N.C.</td>
<td>34 35</td>
<td>1102</td>
<td>77 27</td>
<td>93</td>
<td>1927</td>
<td>T-9398</td>
<td>1945</td>
<td>x</td>
<td>777</td>
<td></td>
</tr>
<tr>
<td>TANK (ELEVATED)</td>
<td>Skeleton steel (150 ft. high)</td>
<td>U.S.N.C.</td>
<td>34 35</td>
<td>1102</td>
<td>77 27</td>
<td>93</td>
<td>1927</td>
<td>T-9398</td>
<td>1945</td>
<td>x</td>
<td>777</td>
<td></td>
</tr>
<tr>
<td>OBSERVATION TOWER</td>
<td>Skeleton steel (135 ft. high)</td>
<td>U.S.N.C.</td>
<td>34 35</td>
<td>1102</td>
<td>77 27</td>
<td>93</td>
<td>1927</td>
<td>T-9398</td>
<td>1945</td>
<td>x</td>
<td>777</td>
<td></td>
</tr>
</tbody>
</table>

Chart Letter 545 (53)
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks becharted on the charts indicated.

The positions given have been checked after listing by

Donald M. Brant

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
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<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
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<td>Daybn.</td>
<td>New River Daybeacon 13, Black sq.</td>
</tr>
<tr>
<td>Daybn.</td>
<td>New River Daybeacon 15. Black sq.</td>
</tr>
<tr>
<td>Lt. 17</td>
<td>New River Light 17. Black sq.</td>
</tr>
<tr>
<td>Lt. 23</td>
<td>New River Light 23. Black sq.</td>
</tr>
<tr>
<td>Lt. 25</td>
<td>New River Light 25. Black sq.</td>
</tr>
<tr>
<td>Lt. 27</td>
<td>New River Light 27. Black sq.</td>
</tr>
<tr>
<td>Daybn.</td>
<td>ALLIGATOR BAY DAYBN 17. Black sq. daymk. with yellow bor. on pile</td>
</tr>
<tr>
<td>Daybn.</td>
<td>ALLIGATOR BAY DAYBN 19. Black sq. daymk. with yellow bor. on pile</td>
</tr>
<tr>
<td>Lt. 23</td>
<td>ALLIGATOR BAY DAYBN 23. Black sq. daymk. with yellow bor. on piles</td>
</tr>
<tr>
<td>Daybn.</td>
<td>ALLIGATOR BAY DAYBN 25. Black sq. daymk. with yellow bor. on pile</td>
</tr>
<tr>
<td>Lt. 23</td>
<td>ALLIGATOR BAY DAYBN 27. Black sq. daymk. with yellow bor. on pile</td>
</tr>
<tr>
<td>Lt. 25</td>
<td>COURTHOUSE BAY CHANNEL RANGE FROM Lt. white &amp; red triangular on apex down. on black pile</td>
</tr>
<tr>
<td>Lt. 25</td>
<td>COURTHOUSE BAY CHANNEL RANGE FROM Lt. white &amp; red triangular on apex up. on black pile</td>
</tr>
<tr>
<td>Lt. 25</td>
<td>COURTHOUSE BAY CHANNEL RANGE FROM Lt. white &amp; red triangular on apex up. on black pile</td>
</tr>
</tbody>
</table>
62. **Comparison with Registered Topographic Surveys.**

- T-4721 1:10,000 1933
- T-4722
- T-4723
- T-5050 1:20,000

These surveys are superseded by the map manuscript for nautical charting purposes.

63. **Comparison with Maps of Other Agencies.**

- HO Misc. 15 042-5D-N1 1:50,000 1948
- AMS Nero River Quad. 1:50,000 1948

Incomplete areas on the H.O. Chart have been completed on the map manuscript. The H.O. Chart does not show all the fixed aids to navigation in the area.

64. **Comparison with Contemporary Hydrographic Surveys.** None

65. **Comparison with Nautical Charts.**

- Nautical Chart 777 1:40,000 1940 Corr. 1952
- " 834 1952

An elevated tank and an observation tower have been recommended as landmarks and should be charted. See Chart Letter 545 (53).

Several dolphins in the vicinity of Sneads Ferry Bridge should be charted.

66. **Adequacy of Results.** This map conforms with project instructions and National Map Accuracy Standards.

Reviewed by:

C. Theurer

APPROVED:

[Signatures and dates]

Chief, Review Branch
Div. of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys
History of Hydrographic Information
T-9398 - North Carolina

Hydrography was applied to the map manuscript in accordance with general specifications of 18 May 1949.

Depth curves and soundings are in feet at MLW and originate with the following surveys and charts:

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<td>H-5277</td>
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<td>H-4696</td>
<td>1:40,000</td>
<td>1927</td>
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<tr>
<td>NC-777</td>
<td></td>
<td>1940</td>
</tr>
</tbody>
</table>

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

[Signature]
C. Theurer
Feb. 4, 1954