
Form 504

U.S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic

Field No. Ph-58 (49) Office No. T-9399

LOCALITY

State: North Carolina

General locality: Atlantic Coast

Locality: New River

19452

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

LIBRARY & ARCHIVES

DATE: JULY 19, 1955
DATA RECORD

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


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): -000

Date received in Washington Office (IV): FEB 19 1953

Date reported to Nautical Chart Branch (IV): MAR 3 1953

Applied to Chart No. Date: Date registered (IV): 19 May 1955

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927 Vertical Datum (III): MSL

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

Reference Station (III): DUCK CREEK, 1932

Lat.: 34° 35' 01.282" n. Long.: 77° 17' 56.046"

Adjusted Unadjusted

Plane Coordinates (IV):

State: N. Car. Zone:

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.
                        J. T. Beecher  Date: May, 1950

Planetable contouring by (II):  J. T. Beecher
                                W. K. Guthrie
                                H. G. Murphy  Date: May, 1951

Completion Surveys by (II):  H. R. Cravat
                            R. L. McGlinchey  Date: July 1952
                                                                   May 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: 3/50

Projection and Grids checked by (IV):  J.S.B.  Date: 3/50

Control plotted by (III):  A. C. Rauck  Date: 4/50

Control checked by (III):  A. K. Heywood  Date: 4/50

Radial Plot or Stereoscopic  Date: 5/50
Control extension by (III):  A. K. Heywood

Stereoscopic Instrument compilation (III):
Planimetry  A. K. Heywood
                        D. M. Brant  Date: 5/50

Manuscript delineated by (III):  L. A. Senasack - N/2
                                      B. A. Dew - S/2
                                      B. Wilson (contours)  Date: 6/50
                                      9/52

Photogrammetric Office Review by (III):  D. M. Brant  Date: 7/50

Elevations on Manuscript
checked by (II) (III):  J. A. Clear, Jr.
                        D. M. Brant  Date: June, 1951
                                                                   Dec. 1952
Camera (kind or source) (III): 6" focal length cameras used. 1952 photography taken with US CGS Type O camera.

<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>LEI 2-56 thru 2-61</td>
<td>11/15/49</td>
<td>13:52</td>
<td>1:24,000</td>
<td>2.8 above MLW</td>
</tr>
<tr>
<td>2-67</td>
<td>11/15/49</td>
<td>12:55</td>
<td></td>
<td>2.0</td>
</tr>
<tr>
<td>2-114</td>
<td>11/15/49</td>
<td>12:33</td>
<td></td>
<td>2.0</td>
</tr>
<tr>
<td>2-122</td>
<td>11/15/49</td>
<td>12:10</td>
<td></td>
<td>1.7</td>
</tr>
<tr>
<td>52-0-87</td>
<td>52-0-93</td>
<td>2/9/52</td>
<td>10:18</td>
<td>1:10,000</td>
</tr>
<tr>
<td>52-0-95</td>
<td>52-0-102</td>
<td>2/9/52</td>
<td>10:29</td>
<td>1.3</td>
</tr>
<tr>
<td>52-0-145</td>
<td>52-0-153</td>
<td>2/10/52</td>
<td>10:16</td>
<td>1.1</td>
</tr>
<tr>
<td>52-0-156</td>
<td>52-0-166</td>
<td>2/10/52</td>
<td>10:56</td>
<td>0.9</td>
</tr>
<tr>
<td>52-0-207</td>
<td>52-0-218</td>
<td>2/10/52</td>
<td>11:21</td>
<td>0.8</td>
</tr>
<tr>
<td>52-0-220</td>
<td>52-0-223</td>
<td>2/10/52</td>
<td>11:28</td>
<td>0.7</td>
</tr>
<tr>
<td>52-0-275</td>
<td>52-0-288</td>
<td>2/10/52</td>
<td>11:54</td>
<td>0.4</td>
</tr>
</tbody>
</table>

Tide (III)

<table>
<thead>
<tr>
<th>Reference Station:</th>
<th>HAMPTON ROADS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subordinate Station:</td>
<td>NEW RIVER INLET</td>
</tr>
</tbody>
</table>

Washington Office Review by (IV): C. Theurer

Final Drafting by (IV): J. H. Frazier 9399-N
J. H. Frazier 9397-5

Drafting verified for reproduction by (IV): 1273
W.H. Hallin 70399 N
W.H. Hallin T-99975

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 37
Shoreline (More than 200 meters to opposite shore) (III): 24
Shoreline (Less than 200 meters to opposite shore) (III): 25
Control Leveling - Miles (II): 10.5

Number of Triangulation Stations searched for (II): 71
Recovered: 30  Identified: 16
Number of BMs searched for (II): 17
Recovered: 16  Identified: 7
Number of Recoverable Photo Stations established (III): 19
Number of Temporary Photo Hydro Stations established (III):

Remarks:
TOPOGRAPHIC MAPPING PROJECT
PH-58 (49)
NORTH CAROLINA  New River
Scale 1:10,000
Summary

Project Ph-58(49) consists of eight topographic quadrangles numbered T-93941 to T-94010. 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 Lajaune, 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 2 minutes of latitude. The remainder are standard 7½ 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
Quadrangle T-9399
Project Ph-58

Harry F. Carber, Chief of Party

2. AREAL FIELD INSPECTION

About 60% of the area is land and 40% water. The water features are the Atlantic Ocean on the south, New River on the west, and the Intracoastal Waterway running across the southern part in an northeast-southwest direction.

The land on the eastern side of New River is a Government Reservation and is used by the Marine Corps as a part of the amphibious base at Camp Lejeune. A barracks area or sub-camp is located here and is known as Courthouse Bay.

N. C. State Highway No. 172 crosses the northern half in an east-west direction. There are numerous Marine Corps access and training roads.

Terrain near the water is cut up with drainage features. Inland, it flattens out and is made up of small depressions and large flat pocosin-like areas.

No difficulty was encountered in photographic interpretation. Appropriate notes were made as to vegetation. Photographic coverage is adequate.

Field inspection is believed to be complete.

3. HORIZONTAL CONTROL

All known stations of the U.S. Coast and Geodetic Survey and the Corps of Engineers were searched for and reported on Form 526.

Five U.S. Marine Corps third-order traverse stations were recovered as supplemental control. They are:

- Fire Observation Tower (USMC)
- Mon. 122 (USMC)
- Mon. 158 (USMC)
- Mon. 160 (USMC)
- 100,000 Gal. Water Tank (USMC)
Thirty nine U.S. Coast and Geodetic Survey stations were reported as lost on Form 526. A list of them is as follows:

Beacon 4, 1932
Beacon 6, (USE) 1932
Beacon 8 (USE), 1932
Beacon 10 (USE), 1932
Brier, 1914
Chadwick Bay, Day-
Chief, 1927
Cross, 1914
Gap, 1914
Gilletts Creek, 1855
Hall (USE), 1932
Hatch (USE), 1932
Henderson, 1914
High, 1914
Hilt, 1927
Horsehead, 1914
Hurst, 1914
Lighter, 1855
Low, 1914
Northeast Base, 1914
Pass, 1914
Pavilion, 1914
Peak, 1927
Point, 1927
Rick, 1927
Shell, 1914
Smith's House, Cupola, 1914
South Base (USE), 1932
Southwest Base, 1914
Swamp, 1914
Swan Point eccentric, 1932
Swan Point (USE), 1932
Snag, 1914
Tie, 1914
Tile, 1914
Windy, 1914
Wreck, 1914
Wright Island (USE), 1914
Swan Point 2, 1888

Also, two C. of E. third-order traverse stations:

Mon. 18, 1941
Mon. 19, 1941
4. VERTICAL CONTROL

Coast and Geodetic Survey, and Corps of Engineers bench marks were searched for and reported on Form 685A. Those recovered were identified on the photographs. Following is a list:

- Cedar Point - U.S.E. - third-order
- Duck Creek - U.S.E. - fourth-order (shown as checked elevation)
- Fish - C & G S - second-order
- Point - U.S.E. - third-order
- Range Three - C & G S-second-order
- Tower Nine - C & G S - second-order
- Tower Nine, R.M. 1, C & G S - second-order
- View - C & G S - second-order
- View RM 1 - C & G S - second-order
- View RM 2 - C & G S - second-order

Also, tidal bench marks as follows:

New River Inlet, Tidal Bench Marks 1, 2, & 3

The following third-order bench marks, established by the U.S. Marine Corps, were recovered and used during contouring: (These elevs. are shown as checked elevs. They cannot be definitely established that they are bench marks of third order accuracy.)

- Mon. 64 (USMC)
- Mon. 75 (USMC)
- Mon. 403 (USMC)
- Mon. 404 (USMC)

Of these, Mon. 75 (USMC) has been destroyed.

These are traverse stations but were recovered and used for vertical control only. Recovery notes are submitted on Form 526 with the elevations recorded therein.

Approximately 10.5 miles of fly-levels were run to supplement the vertical control for contouring; also, ties were made to several temporary U.S. Marine Corps bench marks.

5. CONTOURS AND DRAINAGE

Standard plane-table methods were used in contouring. In areas that were open enough to see a considerable distance, shots were taken on or near the contours and sketching done in the field. The densely wooded areas were crossed with planetable traverse lines and the contours sketches mostly with the stereoscope. The lines began and closed at fly-level points, bench marks or U.S. Navy Public Works temporary bench marks. The work was done on the Navy Hydrographic Office photographs.
The beach area is composed of sand dunes. Those considered stable were contoured. Those of a shifting nature were shown with dashed lines and labeled "Shifting Sand".

Drainage was delineated at the time the planimetric map manuscripts were compiled. Corrections were made by the field party after contouring by tracing the streams on a film positive of the planimetric manuscript, which was labeled "Drainage Overlay". See Notes to Compiler, Contour Revisions in this Report.

6. WOODLAND COVER

Pine trees predominate the high ground with scattered oak on the ridges. Land which originally was tilled has been allowed to cover with pine and in many instances is very densely wooded with young trees.

The low ground is wooded with deciduous trees and brush.

7. SHORELINE AND ALONGSHORE FEATURES

The high-water line was indicated on the ocean front by measuring from topographic features and by delineating the visible line on the photographs. At the same time the approximate low-water line was indicated.

In the marsh areas the apparent high-water line was delineated.

A small boat, running close to shore, was used to inspect and label high water line in New River.

Shoreline structures were visited and labeled.

The foreshore is sand and shell on the ocean beach, sand in New River, and mud in the marsh.

8. OFFSHORE FEATURES

None except low-water line which was located as approximate.

9. LANDMARKS AND AIDS

Form 567 was submitted for Landmarks and Non-floating Aids as reports covering the project.

10. BOUNDARIES, MONUMENTS AND LINES

This subject is covered in a special report for the project.

11. OTHER CONTROL

Three recoverable topographic stations were established. They are: ALAS, 1950; BAIM, 1950; And, COCK, 1950. No other control was required.
12. OTHER INTERIOR FEATURES

Roads and buildings were inspected and labeled in accordance with current instructions.

There is one bridge. It is a pontoon bridge across the Intracoastal Waterway and is owned and operated by the Marine Corps. The horizontal clearance of this bridge is 87.5 feet. The bridge book supplement lists it as 80 feet. The discrepancy was reported by letter to the District Engineer, Corps of Engineers, U.S.A., Wilmington, N. C. A copy of the letter is a part of this report.

13. GEOGRAPHIC NAMES

A special project report was sent to the Washington Office on this subject in June, 1950.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Special reports were submitted for Boundaries, Geographic Names, Landmarks, and Non-floating Aids.

Field inspection and field edit data were forwarded to the Baltimore Photogrammetric Office under Transmittals No. 1, dated 27 March 1950; No. 14, dated 29 May 1950; No. 15, dated 30 May 1950; No. 23, dated 14 July 1950; and, No. 24, dated 20 July 1950.

22 June 1951
Submitted by:
William H. Shearouse
Cartographer

13 July 1951
Approved by:
Harry F. Garber
Commander, USCGCS
Chief of Party
PHOTOGRAHMTRIC PLOT REPORT

for T-9292

Filed as part of
the
Descriptive Report for T-9401
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR $\beta$-COORDINATE LONGITUDE OR $\lambda$-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DUCK CREEK, 1932</td>
<td>G.F. P. 11</td>
<td>34 35 01.282</td>
<td>39.5 (1809.3)</td>
<td>1189.4 (1006.0)</td>
</tr>
<tr>
<td>SANDY, 1914</td>
<td>G-5297 p.195</td>
<td>34 34 27.802</td>
<td>856.7 (992.1)</td>
<td>454.5 (122.0)</td>
</tr>
<tr>
<td>FISH, 1932</td>
<td>G-1654 p.128A</td>
<td>34 30 51.421</td>
<td>1584.5 (264.3)</td>
<td>466.4 (1064.2)</td>
</tr>
<tr>
<td>VIEW, 1932</td>
<td>G-1654 p.128A</td>
<td>34 31 22.213</td>
<td>684.5 (1164.3)</td>
<td>484.6 (1045.7)</td>
</tr>
<tr>
<td>AMOS, 1932</td>
<td>G-1654 p.122</td>
<td>34 32 01.539</td>
<td>47.4 (1801.4)</td>
<td>1040.2 (489.8)</td>
</tr>
<tr>
<td>SEA, 1914</td>
<td>Spec. Pub. 192 p.102</td>
<td>34 33 15.303</td>
<td>471.5 (1377.3)</td>
<td>1054.2 (1138.7)</td>
</tr>
<tr>
<td>SAMWORTH, 1932</td>
<td>G.P. p.122</td>
<td>34 34 15.284</td>
<td>471.0 (1377.8)</td>
<td>985.6 (543.8)</td>
</tr>
<tr>
<td>CHADWICK BAY LT 2 BEACON NO. 2 (USE), 1932</td>
<td>G-1654 p.125</td>
<td>34 32 57.16</td>
<td>1761.3 (875.3)</td>
<td>916.1 (613.7)</td>
</tr>
<tr>
<td>100,000 GAL WATER TANK USMC</td>
<td>USMC p.14</td>
<td>302,298.77</td>
<td>700.7 (823.3)</td>
<td>1378.1 (1459.9)</td>
</tr>
<tr>
<td>FIRE OBSERVATION TOWER USMC</td>
<td>USMC p.12</td>
<td>317,698.57</td>
<td>822.5 (701.5)</td>
<td>1389.2 (134.8)</td>
</tr>
<tr>
<td>MARINES, USN-1, 1941 USMC</td>
<td>USMC</td>
<td>305,267.91</td>
<td>81.7 (1412.3)</td>
<td>543.4 (980.6)</td>
</tr>
</tbody>
</table>

Position same as Intracoastal Water Way Lt. 2, 1950

Computed by: H. P. Eichert
Date: 3/50
Checked by: A. K. Heywood
Date: 3/50

1 FT. = 0.3048006 METER

M 2366-12
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>LATITUDE OR X-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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>34 33 31.381</td>
<td>967.0 (419.6)</td>
<td></td>
</tr>
<tr>
<td>WILLIAMS, 1914</td>
<td>G-1654 p.126</td>
<td>77 17 52.948</td>
<td>1349.8 (179.8)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 18 33.851</td>
<td>726.6 (660.0)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 18 34.395</td>
<td>863.0 (666.6)</td>
<td></td>
</tr>
<tr>
<td>BAY, 1914</td>
<td></td>
<td>34 32 37.126</td>
<td>726.6 (660.0)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 18 34.395</td>
<td>863.0 (666.6)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>34 34 28.091</td>
<td>865.6 (983.2)</td>
<td></td>
</tr>
<tr>
<td>PINE, 1914</td>
<td>G-5297 p.495</td>
<td>34 34 57.847</td>
<td>1782.5 (66.3)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 16 19.293</td>
<td>491.8 (1037.6)</td>
<td></td>
</tr>
<tr>
<td>PIVER, 1914</td>
<td>G-5297 p.494</td>
<td>34 34 39.562</td>
<td>1219.1 (629.7)</td>
<td></td>
</tr>
<tr>
<td>WEEK, 1914</td>
<td>G-5297 p.495</td>
<td>34 34 39.562</td>
<td>1219.1 (629.7)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 16 02.886</td>
<td>73.6 (1455.7)</td>
<td></td>
</tr>
<tr>
<td>BAKER, 1914</td>
<td>G-5297 p.495</td>
<td>34 34 39.562</td>
<td>1219.1 (629.7)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 16 39.487</td>
<td>1006.5 (522.9)</td>
<td></td>
</tr>
<tr>
<td>CEDAR POINT, 1914</td>
<td>G.P. p.122</td>
<td>34 33 06.627</td>
<td>204.2 (1182.4)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 20 16.248</td>
<td>414.2 (1115.5)</td>
<td></td>
</tr>
<tr>
<td>CRAG, 1914</td>
<td>G-1654 p.126</td>
<td>34 33 09.692</td>
<td>298.6 (1088.0)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 19 06.233</td>
<td>158.9 (1370.9)</td>
<td></td>
</tr>
<tr>
<td>FISH, 1932 (USE)</td>
<td>G.P. p.123</td>
<td>34 37 10.245</td>
<td>315.7 (608.7)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 21 36.785</td>
<td>937.1 (591.4)</td>
<td></td>
</tr>
<tr>
<td>100,000 Gal. WATER TANK, BARRAGE BALLOON BATTALION USMC</td>
<td></td>
<td>306.221.00</td>
<td>372.2 (1151.8)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2,492.388.00</td>
<td>727.9 (796.1)</td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR υ-COORDINATE LONGITUDE OR χ-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>-----------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>MON. 160 USMC</td>
<td>USMC p. 11 1927</td>
<td>314</td>
<td>31 1.638.76 2.493.580.53</td>
<td>1413.9 (110.1)</td>
</tr>
<tr>
<td>TOWER NINE, 1947</td>
<td>G-7163 Spec. 192p. 606</td>
<td>34</td>
<td>31 31.008 46.019 85.6 (1816.7)</td>
<td>955.5 (893.4)</td>
</tr>
<tr>
<td>VIM, 1932</td>
<td>G-7163 Spec. 192p. 102</td>
<td>34</td>
<td>31 31.318 31.318 84.6 (1816.7)</td>
<td>532.1 (883.8)</td>
</tr>
<tr>
<td>RANGE THREE, 1947</td>
<td>G-7163 Spec. 192p. 608</td>
<td>34</td>
<td>20 32 1.008 46.019 85.6 (1816.7)</td>
<td>965.0 (883.8)</td>
</tr>
<tr>
<td>MON. 158 USMC</td>
<td>USMC p. 11 1927</td>
<td>315</td>
<td>625.34 2.493.615.45 1162.9 (361.1)</td>
<td>7.7 (1516.3)</td>
</tr>
<tr>
<td>NORTH BASE (USE)</td>
<td>G-1654 Spec. 192p. 125</td>
<td>34</td>
<td>33 02.173 01.661 42.3 (1487.5)</td>
<td>67.0 (1781.8)</td>
</tr>
<tr>
<td>POINT, 1914</td>
<td>G-5297 Spec. 192p. 494</td>
<td>34</td>
<td>34 57.292 39.214 999.4 (529.8)</td>
<td>1765.4 (83.4)</td>
</tr>
<tr>
<td>MON. 122 USMC</td>
<td>USMC p. 10 1927</td>
<td>322</td>
<td>306.58 2.512.870.62 875.0 (649.0)</td>
<td>703.0 (821.0)</td>
</tr>
<tr>
<td>MON. 64 USMC</td>
<td>USMC p. 12 1927</td>
<td>314</td>
<td>430.96 2.515.679.50 146.2 (1377.8)</td>
<td>1350.6 (173.4)</td>
</tr>
<tr>
<td>MON. 403 USMC</td>
<td>USMC p. 15 1927</td>
<td>306</td>
<td>225.48 2.524.476.83 1364.5 (159.5)</td>
<td>373.5 (1150.5)</td>
</tr>
<tr>
<td>MON. 404 USMC</td>
<td>USMC p. 15 1927</td>
<td>307</td>
<td>117.68 2.525.615.81 187.7 (1336.3)</td>
<td>645.5 (878.5)</td>
</tr>
</tbody>
</table>

1 FT. = 3048006 METER

COMPUTED BY: H. P. Eichart
CHECKED BY: A. K. Heywood

DATE: 3/50

M 2388.12
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW RIVER LT. 11 1950</td>
<td>Field Comp *</td>
<td>N.A. 1927</td>
<td>300,945.45</td>
<td>2,492,169.25</td>
<td>288.2, 1235.8</td>
<td></td>
</tr>
<tr>
<td>NEW RIVER DAYBN. 9, 1950</td>
<td>&quot;</td>
<td>&quot;</td>
<td>298,983.89</td>
<td>2,493,987.46</td>
<td>1214.3, 309.7</td>
<td></td>
</tr>
<tr>
<td>NEW RIVER LT. 70 1950</td>
<td>&quot;</td>
<td>&quot;</td>
<td>296,976.56</td>
<td>2,496,044.50</td>
<td>602.5, 921.5</td>
<td></td>
</tr>
</tbody>
</table>

*These positions located by triangulation in 1940*
PHOTOGRAMMETRIC 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 by multiplex and planetable contours were transferred by field photographs and overlays to the manuscript by graphic methods.

32. **CONTROL**

Item 23 of Photogrammetric Plot Report discusses this adequately.

33. **SUPPLEMENTAL DATA**

Reservation Boundary Map, Camp LeJeune, N. C. sheet 1 of 2 dated 9 April 1945. This map was used to supplement field inspection of the boundary line.

Map of Onslow County showing township boundaries.

"North Carolina State Highway and Public Works Commission", 1944 scale 1" = 1 mile.

Map showing the Right of Way of the Intracoastal Waterway, section II, scale 1:10,000 dated February 1952. This Right of Way was not mapped.

34. **CONTOURS AND DRAINAGE**

With the exception of the area along the southern coast of this survey the contours were transferred to the manuscript from vinylite overlays prepared by the Field Editor as a revision of the original contours. The original survey along the southern coast was not revised.

Drainage, previously delineated that was in poor agreement with the contours was removed from the manuscript as per instructions dated 28 November, 1951. (Refer 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 M. H. W. line was revised in the compilation office to agree with new photography taken Feb. 10, 1952.
36. **OFFSHORE DETAILS**

Offshore data are complete.

37. **LANDMARKS AND AIDS**

 Three

There are twenty-one non-floating aids and landmarks within this survey. Twenty of these are non-floating aids, fifteen of which were located by multiplex and five by triangulation in New River. (See Special Report on Triangulation Along New River, North Carolina). There are two landmarks which are triangulation stations.

See Copies of Forms 567 in this Report.

38. **CONTROL FOR FUTURE SURVEYS**

In addition to the three recoverable topographic stations reported in item 11 of the field report, fifteen Forms 524 are herewith submitted for non-floating aids, also one Form 524 for DUCK CREEK 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-9395; to the west with Survey No. T-9398; to the east with Survey No. T-9400. To the south is the Atlantic Ocean.

40. **HORIZONTAL AND VERTICAL ACCURACY**


41. **BOUNDARIES, MONUMENTS AND LINES**

Boundary lines shown are as follows:

- U. S. Marine Corp. 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

The manuscript No. T-9399 has been compared with the following maps:

1. Army Map Service, New River 15-minute quadrangle, scale
   1:50,000, dated 1948.
   to Alligator Bay, dated Jan. 29, 1933, revision Jan. 14, 1934,
   scale 1:20,000.

47. COMPARISON WITH NAUTICAL CHARTS

1. Harbor Chart No. 777, scale 1:40,000, published July 1940
   (2nd edition) (7/22/52).
2. Inshore Chart No. 833, scale 1:40,000, published June 1946
3. Inshore Chart No. 834, scale 1:40,000, published Sept. 1942

Items to be Applied to Nautical Charts Immediately:

None

Items to be Carried Forward:

None

Respectfully submitted
27 January 1953
Donald M. Brant
Cartographer

Approved and forwarded

Jack C. Sammons,
Officer in Charge
PHOTOGRAMMETRIC OFFICE REVIEW
T-7599

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-control 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. Planetary 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 [ ]

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: [ ]
49. NOTES FOR THE HYDROGRAPHER

The following recoverable topographic stations are within this survey:

ALAS, 1950
BALM, 1950
COCK, 1950
DUCK CREEK AZ. MK (1932), 1950
NEW RIVER DAYBEACON 72, 1950
NEW RIVER DAYBEACON 74, 1950
CHADWICK BAY DAYBEACON 4, 1950
CHADWICK BAY DAYBEACON 6, 1950
CHADWICK BAY DAYBEACON 10, 1950
CHADWICK BAY DAYBEACON 12, 1950
CHADWICK BAY DAYBEACON 14, 1950
NEW RIVER LIGHT 4, 1950
CHADWICK BAY LIGHT 9, 1950
ALLIGATOR BAY LIGHT 15, 1950
NEW RIVER DAYBEACON, 69, 1950
CRAIG POINT LIGHT 65, 1950
NEW RIVER LIGHT 5, 1950
COURTHOUSE BAY CHANNEL LIGHT, 1950
NEW RIVER DAYBEACON 67, 1950

Check the position of New River Daybeacon 67 located along the Intracoastal Waterway.

Check the position of Raisin Rock at the mouth of Chadwick Bay.

Check obstructions shown with 1.3mm circle labeled "Obstruction."

Check New River Inlet Lights 2A 4 28 for proper identification.
48. GEOGRAPHIC NAMES (Continued)
Salliers Bay
Shell Pt. (c)
Sheeds Ferry Road (a)
Stump Sound Township (f)
Swan Pt.
Swansboro Township (f)

Toms Cr. (a)
Traps Bay
Traps Creek
Two Pole Branch (a)

Wards Channel
Wilkins Bluff

Names approved
5-14-53.

Source of Names

(a) From Reservation Boundary map of Camp LeJeune N. C., Sheet 1 of 2
(drawing No. 102), Public Works Dept. 4/9/45.

(b) There seems to be a discrepancy between "Hurst Beach" and "Onslow Beach."
The Geographic Names Sheet calls it "Hurst Beach" while descriptions of
triangulation stations and ex-marines refer to this area as "Onslow
Beach." Both names are shown on the manuscript.

(c) The name "Onslow Beach Road" was taken from field photo. LEJ-2-123.

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

(e) The name "Shell Pt" was taken from recovery card for CEDAR POINT,
1914.

(f) From map of Onslow County "North Carolina State Highway and Public
Works Commission," scale 1:50,000, 1944.
Field Edit Notes, T-9399 N/2

The compilation of this half quadrangle appears adequate and will be complete after field edit information has been applied.

Drainage has been indicated indetail in black ink on the photographs. It is believed enough notes have been shown on the photographs to aid the compiler in accurately delimiting the flooded areas.

Form 524 is being submitted for the three Courthouse Bay Channel lights as requested.

Field edit information appears on the Discrepancy Print, Field Edit Sheet and the following photographs: LEJ-2-56, 57, 69, 70, 71, 114, 115, 116, 124, 125, and 126.

Geographic names were not checked. A special report for the project has been submitted to the Washington Office.

William H. Shearouse
Cartographer

Jacksonville, N. C.
14 July 1950
The compilation of this half quadrangle is adequate and will be complete after field edit information has been applied.

New River daybeacon 9 was located by theodolite method and the records were forwarded to the Washington Office, consequently no Form 524 was submitted. Form 524 is submitted for New River Light 5.

Additional drainage has been indicated on the photographs in black ink. See Discrepancy Print for references.

No systematic check was made of geographic names. A special report covering the project was forwarded to the Washington Office June 22, 1950.

Field edit information appears on the Discrepancy Print, Field Edit Sheet and photographs LEJ-2-59, 61, 67, 68, 117.

William H. Shearouse
Cartographer

Jacksonville, N. C.
20 July 1950
16 June 1951

District Engineer
Wilmington District
Corps of Engineers, U. S. A.
Wilmington, North Carolina

Dear Sir:

Please be advised of the following discrepancy between the data published in the Supplement to 1941 Edition of List of Bridges Over Navigable Waters of the United States and the field measurements, for the U. S. Marine Corps pontoon bridge over the Intracoastal Waterway at Camp Lejeune, N. C.

We have measured and remeasured this bridge with steel tape and find the correct horizontal clearance to be 87.5 feet. The published clearance is 80 feet.

Yours very truly,

William H. Shearouse,
Cartographer
for: H. F. Garber,
Commander, US C & GS,
Chief of Party
TO BE CHARTED

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 545 (53)

<table>
<thead>
<tr>
<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>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAYBN 72</td>
<td>New River Daybr. 72. Red triangular daymk with yellow border on pile</td>
<td>34 33</td>
<td>10.64</td>
<td>21 17.57</td>
<td>N.A.</td>
<td>Air-Photo Multiplex</td>
<td>1927</td>
<td>T-9399</td>
</tr>
<tr>
<td>DAYBN 74</td>
<td>New River Daybr. 74. Red triangular daymk with yellow border on pile</td>
<td>34 33</td>
<td>10.64</td>
<td>21 17.57</td>
<td>N.A.</td>
<td>Air-Photo Multiplex</td>
<td>1927</td>
<td>T-9399</td>
</tr>
<tr>
<td>DAYBN 4</td>
<td>Chadwick Bay Daybn. 4. Red triangular daymk with yel. bor. on pile</td>
<td>34 32</td>
<td>25.40</td>
<td>77 21 960</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>DAYBN 6</td>
<td>Chadwick Bay Daybn. 6. Red triangular daymk with yel. bor. on pile</td>
<td>34 32</td>
<td>25.40</td>
<td>77 21 960</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>DAYBN 10</td>
<td>Chadwick Bay Daybn. 10. Red triangular daymk with yel. bor. on pile</td>
<td>34 31</td>
<td>17.90</td>
<td>77 22 938</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>DAYBN 12</td>
<td>Chadwick Bay Daybn. 12. Red triangular daymk with yel. bor. on pile</td>
<td>34 31</td>
<td>17.90</td>
<td>77 22 938</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>DAYBN 14</td>
<td>Chadwick Bay Daybn. 14. Red triangular daymk with yel. bor. on pile</td>
<td>34 31</td>
<td>17.90</td>
<td>77 22 938</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>LT. 4</td>
<td>New River Light 4. Red triangular daymark on pile</td>
<td>34 32</td>
<td>25.06</td>
<td>77 21 639</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>LT. 9</td>
<td>Chadwick Bay Lt. 9. Black Square daymk with yellow bor. on piles</td>
<td>34 32</td>
<td>25.06</td>
<td>77 21 639</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>LT. 15</td>
<td>Alligator Bay Lt. 15. Black square daymk with yellow border on pile</td>
<td>34 31</td>
<td>17.70</td>
<td>77 22 453</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>DAYBN 69</td>
<td>New River Daybn 69. Black square daymk with border on pile</td>
<td>34 33</td>
<td>24.47</td>
<td>77 20 621</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></td>
</tr>
<tr>
<td>LT. 65</td>
<td>Courthouse Bay Channel Light. White square daymk on piles</td>
<td>34 35</td>
<td>24.47</td>
<td>77 20 621</td>
<td>n</td>
<td>n</td>
<td>777, 833, 834</td>
<td></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.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks for charts indicated. The positions given have been checked after listing by

Donald H. Grant

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
<th>POSITION</th>
<th>METHOD OF LOCATION AND SURVEY No.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CHARTING NAME</td>
<td>SIGNAL NAME</td>
<td>LATITUDE*</td>
<td>LONGITUDE*</td>
<td>DATUM</td>
</tr>
<tr>
<td></td>
<td>67</td>
<td>New River Daybeacon</td>
<td>67, 1920</td>
<td>34 32</td>
<td>1618</td>
</tr>
<tr>
<td></td>
<td>Lt. 70</td>
<td>New River Lt. 70. Red triangular dayak on slatted pile structure</td>
<td>1920</td>
<td>34 33</td>
<td>521</td>
</tr>
<tr>
<td></td>
<td>Lt. 70</td>
<td>Chadwick Bay Lt. 2, red triangular dayak with yellow bar on piles</td>
<td>1932(USE)</td>
<td>34 32</td>
<td>1761.3</td>
</tr>
</tbody>
</table>

Chart Letter 545 (53)
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  

NONFLOATING AIDS OR LANDMARKS FOR CHARTS  

Washington, D.C.  June 19

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. T.  

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>Daybn. 9</td>
<td>New River Daybeacon - 9</td>
</tr>
<tr>
<td>Light 11</td>
<td>New River Light - 11</td>
</tr>
<tr>
<td>Light 2A</td>
<td>New River Inlet Light - 2A</td>
</tr>
<tr>
<td>Light 2B</td>
<td>New River Inlet Light - 2B</td>
</tr>
</tbody>
</table>

Lights 5A+5B were not field inspected. 
Elevated structures are plainly visible on the 1952 photos in these locations.

Chart Letter 545 (53)
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 545 (55)**

<table>
<thead>
<tr>
<th>STATE</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TANK</td>
<td>Spheroïd-shaped, atop standpipe painted aluminum (125 ft. high)</td>
</tr>
<tr>
<td>TANK (elevated)</td>
<td>Skeleton steel (125 ft. high)</td>
</tr>
</tbody>
</table>
NOTES TO COMPILER  
Project Ph-58(49) T-9399  
Contour Revisions

Notes to compiler, T-9399, are submitted in lieu of a contour revision report. A report including the revision of contours for the entire project will be submitted at the close of field work.

The purpose of these notes is to inform the compiler of:
1. Why the contours were revised.

1. Why the contours were revised. The planimetry of this map was field edited in the spring and summer of 1950. The contouring as described on page 9 of this report followed the field edit.

These contours were examined in the Washington office during the summer of 1951 and tested in the field later in the year. As the result of this, it was concluded that considerable contour revision would be required.

2. Methods. New photographs were taken in February 1952, at approximately 1:10,000 scale with the Bureau's 6-inch focal length cartographic camera. These photographs were superior to the original 1949 Hydrographic Office photographs for stereoscopic examination.

Before attempting any field work all visible drainage was outlined on the 1952 photographs. Overlays were prepared using the original contour photographs as a base sheet. The drainage was then drawn on the overlays and compared with the original contours. Areas where extensive sketching had occurred, areas where control was weak and areas where drains were omitted or conflict with the drainage on the overlays were selected for field checks. These areas were given a thorough stereoscopic examination prior to field work.

The field work was done on the original contour photographs, by standard planimetric methods. The revision survey elevations are shown in red ink; checked elevations are indicated by a circle around the point and unchecked elevations by an X.

Upon completion of the field work the contours were revised on acetate overlays to agree with the revised drainage and field elevations.

Vertical Accuracy.

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

In addition to the numerous planimetric traverses run throughout the quadrangle, one vertical accuracy test was made. Ninety-five percent of the points tested were within one-half contour interval. These elevations are shown on the original contour photograph No. LEJ 2-69 in violet ink. No attempt was made to correct the contours on the overlay as the result of this test.
Misc. Some new roads and buildings have been constructed since the 1950 field edit. These are properly classified on the 1952 photographs and are referenced on the acetate overlays. Tank and jeep roads on the Marine reservation were ignored.

Both perennial and intermittent drainage and swamp limits are indicated on the overlay sheets by the conventional symbol.

Submitted 15 May 1952

Richard L. McGlinchey
Cartographic Survey Aid

Approved
27 May 1952

Harland R Cravat
62. **Comparison with Registered Topographic Surveys**

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-558</td>
<td>1:10,000</td>
<td>1856</td>
</tr>
<tr>
<td>T-1291</td>
<td>1:20,000</td>
<td>1872</td>
</tr>
<tr>
<td>T-4294</td>
<td>n</td>
<td>1927</td>
</tr>
<tr>
<td>T-4721</td>
<td>1:10,000</td>
<td>1932-33</td>
</tr>
<tr>
<td>T-4722</td>
<td>n</td>
<td>1933</td>
</tr>
<tr>
<td>T-5049</td>
<td>1:20,000</td>
<td>1933</td>
</tr>
<tr>
<td>T-5050</td>
<td>n</td>
<td>1933</td>
</tr>
<tr>
<td>T-6004</td>
<td>n</td>
<td>1933</td>
</tr>
</tbody>
</table>

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

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

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

The Army Quadrangle does not show the spoil banks along the Intracoastal Waterway.

There have been considerable shoreline changes around New River Inlet.

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
- Nautical Chart 834 1:40,000 1952

Two images on the 1952 photographs in New River Inlet were mapped as elevated objects. A comparison with the Nautical Charts indicates that these objects are probably New River Inlet Lights 2A and 2B. A Form 567 has been submitted listing the positions obtained by photogrammetric methods. These lights were not field identified.

An elevated tank north of Wilkins Bluff should be charted. See Chart Letter 545 (53).
66. Adequacy of Results

This map conforms with project instructions and National Map Accuracy Standards.

Reviewed by:

Charles Theurer
C. Theurer

Approved by:

L.E. Lande
Chief, Review Branch
Division of Photogrammetry

H. C. Edmonston
Chief, Nautical Chart Branch
Division of Charts 6th

L.W. Lammers
Chief, Div. of Photogrammetry
12 July 1932

Earl O. Hartman
Chief, Division of Coastal Surveys
History of Hydrographic Information

T-9399 - North Carolina

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

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

H-4696  1:40,000  1926-27
H-5277  1:10,000  1933
NC-834  1:40,000  1952
NC-777  "        1940

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

[Signature]

C. Theurer
Feb. 4, 1954