# Descriptive Report

**Type of Survey:** Topographic  

**Field No.:** Ph-61(49)  
**Office No.:** T-9833

## Locality

**State:** North Carolina  
**General locality:** Albemarle Sound  
**Locality:** Mackeys

**Date:** April 19, 1957

**Chief of Party:** H. P. Garber, Chief of Field Party  
**J. E. Waugh, Tampa Photo. Office**
DATA RECORD

T - 9833

Project No. (II): Ph-61(49)  Quadrangle Name (IV):

Field Office (II): Edenton, North Carolina  Chief of Party: Harry F. Garber
Photogrammetric Office (III): Tampa, Florida  Officer-in-Charge: J. E. Waugh
Instructions dated (II) (III): 15 June 1951
Copy filed in Division of Photogrammetry (IV)
Office Files

Method of Compilation (III): Graphic
Manuscript Scale (III): 1:20,000  Stereoscopic Plotting Instrument Scale (III): Inapplicable
Scale Factor (III): Inapplicable
Date received in Washington Office (IV): MAR 2 0 1952  Date reported to Nautical Chart Branch (IV): APR 6 1953
Applied to Chart No.
Date:  Date registered (IV): 25 Jan 1957
Publication Scale (IV):
Geographic Datum (III): N. A. 1927
Vertical Datum (III): MSL
Mean sea level except as follows:
Elevations shown as (H) refer to mean high water
Elevations shown as (L) refer to sounding datum
i.e., mean low water or mean lower low water
Reference Station (III): PIPE STATION C-1 (USE) 1942
Lat.: 35° 55' 18.433 (568.1m.)  Long.: 76° 35' 41.005 (1028.0m.)

Adjusted

Plane Coordinates (IV):
State: N. C.  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.
Areas contoured by various personnel
(Show name within area)
(II) (III)

Contouring by:

Richard L. McGlinchey,

Cartographic Survey Aid
DATA RECORD

Robert C. Munsen,
Deck Officer

Field inspection by (II): Richard L. McGlinchey,
Cartographic Survey Aide

Date: August, 1951

Planetable contouring by (II): Richard L. McGlinchey,
Cartographic Survey Aide

Date: Aug., Sept., 1951

Completion Surveys by (II): James E. Hundle

Date: March 1954

Mean High Water Location (III) (State date and method of location):
August 1952 Air Photo compilation: photographs mar 1952

Projection and Grids ruled by (IV): J. A. (W.O.)

Date: 23 Jan. 1952

Projection and Grids checked by (IV): H. D. W. (W.O.)

Date: 25 Jan. 1952

Control plotted by (III): R. E. Smith

Date: 26 Mar. 1952

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

Date: 26 Mar. 1952

Radial Plot (III):

Date: 2 May 1952

M. H. Slavney

Planimetry

Stereoscopic Instrument compilation (III):
Inapplicable

Contours

Date:

Manuscript delineated by (III): R. E. Smith

Date: 4 Feb. 1953

Photogrammetric Office Review by (III): J. A. Giles

Date: 10 Feb. 1953

Elevations on Manuscript
checked by:

J. A. Giles

Date: 4 Feb. 1953
**PHOTOGRAPHS (III)**

<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>33150</td>
<td>17 March 1951</td>
<td>11:31</td>
<td>1:20,000</td>
<td>No Periodic Tide*</td>
</tr>
<tr>
<td>33151</td>
<td></td>
<td>11:32</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33152</td>
<td></td>
<td>11:33</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33168</td>
<td></td>
<td>11:58</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33169</td>
<td></td>
<td>11:59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33170</td>
<td></td>
<td>12:00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33171</td>
<td></td>
<td>12:01</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Tide (III)**

Reference Station: *No periodic tide*

Subordinate Station: The mean range is less than 1/2 ft.

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

Date: 29 Nov 1954

Final Drafting by (IV): F. Johnson

Date: 9-6-55

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 33

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

Shoreline (Less than 200 meters to opposite shore) (III): 5.6

Control Leveling - Miles (II): 39

Number of Triangulation Stations searched for (II): 18

Recovered: 9

Identified: 3

Number of BMs searched for (II): 6

Recovered: 5

Identified: 4

Number of Recoverable Photo Stations established (III): 2

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

Remarks:
Summary to Accompany Topographic Map T-9833

Topographic map T-9833 is one of eleven similar maps of Project Ph-61(49). It covers a portion of Albemarle Sound, North Carolina and some land area to the southward.

Project Ph-61(49) is a graphic compilation project. Field work in advance of compilation included the establishment of some supplemental control, complete field inspection, the delineation of five-foot contours directly on the photographs by plane-table methods, and the investigation of political boundaries and geographic names.

Map T-9833 was compiled at a scale of 1:20,000 using nine-lens photographs taken in 1951. The map was field edited in 1954. With the addition of hydrography the map will be forwarded to the Geological Survey for publication as a standard topographic quadrangle.

Items registered under T-9833 will include a descriptive report, a copy of the map manuscript at a scale of 1:20,000 and a copy of the published map at a scale of 1:24,000.
FIELD INSPECTION REPORT

2. AREAL FIELD INSPECTION

Of the thirty three square miles of land area contained in this quadrangle, about 40 per cent is developed or under cultivation. The remainder is divided between swamp and upland woods. With the exception of the southern portions of the quadrangle, the area is well served with secondary roads. The village of Mackeys and Mackeys Ferry lie in the northwestern part of the quadrangle. Mackeys Ferry was the site of the ferry between Washington County and Chowan County across the Albemarle Sound. This was abandoned in 1936 when a highway bridge was built.

There is a portion of Roper, an incorporated town, falling within the quadrangle. U. S. Highway No. 64, connecting Plymouth and points south, with Columbia and Edenton, crosses the quadrangle in an east-west direction.

No difficulty was encountered in the interpretation of the photographs. The field inspection is believed to be complete.

3. HORIZONTAL CONTROL

(c) Stations not established by this agency are:

Pipe Station A-1 (USE)

<table>
<thead>
<tr>
<th>Station</th>
<th>Letters</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1</td>
<td>A-2</td>
</tr>
<tr>
<td>B-1</td>
<td>B-2</td>
</tr>
<tr>
<td>C-1</td>
<td>C-2</td>
</tr>
<tr>
<td>D-1</td>
<td>D-2</td>
</tr>
</tbody>
</table>

No datum adjustments were made by this party.

(e) All known horizontal control was searched for and reported on Form 526. Stations reported as "Lost" or "Not Recovered" are

DRAW, 1942
DRAWBRIDGE CENTER, HIGH POINT, 1915
MACKEYS CREEK LIGHT (MACKEYS CREEK LIGHTHOUSE) 1909
PAN, 1909
PIECE, 1942
PIPE STATION C-2 (USE) 1942
PIPE STATION D-2 (USE) 1942
RAIL, 1942
RANGE SOUTH, 1909
SWAN
WATCHHOUSE CHIMNEY, 1915

4. VERTICAL CONTROL

A third-order level line, originating at Mackey's Ferry (B.M. E-25) was run in 1948, westward along U. S. Highway No. 64 to Columbia. Bench marks were set at approximately one-mile intervals. This line is the basis for all supplemental vertical control within the quadrangle. All designated fly level points are turning points on the level line and all level lines were closed on bench marks of at least third order accuracy. The largest error of closure on any one line was 0.17 foot. No adjustments were made.

(a) Bench marks within the quadrangle are:

"E-25 (Second Order)
"Y-245, 1948 (Third Order)
"Z-245, 1948 " "
"A-246, 1948 " "
"B-246, 1948 " " (destroyed)

(b) The first and last designated fly level points are:
33-1 and 33-110.

5. CONTOURS AND DRAINAGE

Contouring was accomplished by standard planetable methods directly on nine-lens photographs at five-foot intervals. The highest elevation obtained was 14 feet. The area is generally flat with long narrow drains leading from the swampland, in the southern portions of the quadrangle, northerly into Albemarle Sound. In all cultivated areas, numerous ditches lead into these drains, providing adequate and definite drainage for all areas. These drains generally have steep banks of 10 to 15 feet and have numerous tributaries, leading laterally from them. In the west central portion of the quadrangle, Mackey's Creek provides ample drainage for all adjacent areas as far south as Roper.
6. WOODLAND COVER

All areas were classified in accordance with the Topographic Manual. Swamp areas, very evident by their tone on the photographs, are predominantly cypress and gum. In upland areas, pine, oak, maple and beech predominate.

7. SHORELINE AND ALONGSHORE FEATURES

(a) The shoreline along Albemarle Sound is divided between apparent and fast shoreline. Along the southern shore of Albemarle Sound there are scattered areas of bluffs five to ten feet high. Wave action is continuously eroding these banks and in such areas the shoreline is receding at a rapid rate.

(b) There is no periodic tide. The wind fluctuates the water level somewhat, especially during a sustained wind in any one direction.

(c) All docks, piers and wharves are depicted on the photographs. A submerged cable parallels the eastern side of the highway bridge across the channel, while near the railroad trestle, a submerged cable parallels the western side of the entire bridge.

8. OFFSHORE FEATURES

There were no offshore features noted during the field inspection.

9. LANDMARKS AND AIDS

There are no landmarks within the quadrangle. The Fixed Aid to Navigation, "MACKENY CREEK LIGHT", is reported on Form 567, a copy of which was submitted with quadrangle T-9832.

10. BOUNDARIES, MONUMENTS AND LINES

A special report on boundaries, (PH-61/49) has been submitted by James E. Hundle, Cartographer. This report is filed in Div. of Photogrammetry under project data 567.

11. OTHER CONTROL

Two recoverable topographic stations were established along the southern shore of Albemarle Sound. They are:

ALMA, 1951
PORT, 1951
12. OTHER INTERIOR FEATURES

All roads and buildings were classified in accordance with paragraph 5441 and 5446 of the Topographic Manual. In the northeastern part of the quadrangle, a highway bridge crosses the Albemarle Sound with a swing bridge over the channel. In the northwestern portion of the quadrangle, a railroad trestle crosses the Sound with a bascule draw bridge over the channel. All bridge clearances are noted on the field photographs. They are:

Highway Swing Bridge

Horizontal Clearance: 140 feet
Vertical Clearance: 15 feet, 3 inches

Railroad Bascule Draw Bridge

Horizontal Clearance: 140 feet
Vertical Clearance: 8 feet, 3 inches

Fixed Highway Bridge (Mackeys Creek)

Horizontal Clearance: 35 feet
Vertical Clearance: 10 feet

Railroad Trestle (Mackeys Creek)

Horizontal Clearance: 35 feet
Vertical Clearance: 3 feet

Six fixed spans are built in the railroad trestle for the convenience of smaller boats. The horizontal clearance in all cases is 35 feet, and vertical clearance is 8 feet.

13. GEOGRAPHIC NAMES

This is the subject of a special report by James C. Cregan, Cartographic Survey Aid.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

A special report on Fixed Aids to Navigation in Albemarle Sound was submitted with Quadrangle T-9832.

21 December 1951
Submitted by: Richard L. McGlinchey, Cartographic Survey Aid

27 December 1951
Approved by: Harry F. Garber
Commander, USCG/CS
Chief of Party
PHOTOGRAMMETRIC PLOT REPORT

This report covers all maps of Project Ph-61(49) and is filed as part of the Descriptive Report for T-9834.
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-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>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIERCE, 1942</td>
<td>G.P.s Pg 556</td>
<td>1927</td>
<td>76 30 25.94</td>
<td></td>
<td></td>
<td>687.4 (696.4)</td>
<td>DESTROYED</td>
</tr>
<tr>
<td>RAIL, 1942</td>
<td>&quot; &quot;</td>
<td></td>
<td>76 35 31.609</td>
<td></td>
<td></td>
<td>867.5 (696.4)</td>
<td></td>
</tr>
<tr>
<td>HIGHWAY BRIDGE, CENTER, DRAW, LIGHT, 1912</td>
<td>G.P.s Pg 557</td>
<td></td>
<td>76 30 13.904</td>
<td></td>
<td></td>
<td>318.3 (1151.7)</td>
<td></td>
</tr>
<tr>
<td>MACKAY CREEK LIGHT, 1942</td>
<td>&quot; &quot;</td>
<td></td>
<td>76 36 45.44</td>
<td></td>
<td></td>
<td>1078.1 (771.1)</td>
<td></td>
</tr>
<tr>
<td>DRAWBRIDGE CENTER OF HIGH PART, 1915</td>
<td>G.P.s Pg 315</td>
<td></td>
<td>76 35 17.179</td>
<td></td>
<td></td>
<td>652.9 (1196.3)</td>
<td></td>
</tr>
<tr>
<td>PIPE STATION A-1, 1942 (USE)</td>
<td>Plymouth Quad 13</td>
<td></td>
<td>76 30 17.105</td>
<td></td>
<td></td>
<td>428.7 (1075.2)</td>
<td></td>
</tr>
<tr>
<td>PIPE STATION A-2, 1942 (USE)</td>
<td>Plymouth Quad 25</td>
<td></td>
<td>76 31 45.127</td>
<td></td>
<td></td>
<td>1131.1 (372.6)</td>
<td></td>
</tr>
<tr>
<td>PIPE STATION B-1, 1942 (USE)</td>
<td>Plymouth Quad 6</td>
<td></td>
<td>76 36 37.727</td>
<td></td>
<td></td>
<td>629.9 (1219.4)</td>
<td></td>
</tr>
<tr>
<td>PIPE STATION B-2, 1942 (USE)</td>
<td>Plymouth Quad 7</td>
<td></td>
<td>76 36 20.436</td>
<td></td>
<td></td>
<td>600.0 (904.8)</td>
<td></td>
</tr>
<tr>
<td>PIPE STATION C-1, 1942 (USE)</td>
<td>Plymouth Quad 8</td>
<td></td>
<td>76 35 41.005</td>
<td></td>
<td></td>
<td>568.1 (1281.1)</td>
<td></td>
</tr>
<tr>
<td>PIPE STATION D-1, 1942 (USE)</td>
<td>Plymouth Quad 12</td>
<td></td>
<td>76 36 13.737</td>
<td></td>
<td></td>
<td>1028.0 (476.2)</td>
<td></td>
</tr>
<tr>
<td>PIPE STATION RM 2, 1942</td>
<td>Comp.</td>
<td></td>
<td>76 30 25.074</td>
<td></td>
<td></td>
<td>628.1 (875.3)</td>
<td></td>
</tr>
<tr>
<td>STATION</td>
<td>SOURCE OF INFORMATION (INDEX)</td>
<td>DATUM</td>
<td>LATITUDE OR y-COORDINATE</td>
<td>LONGITUDE OR x-COORDINATE</td>
<td>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>--------------------------</td>
<td>---------------------------</td>
<td>--------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RAIL RM 2, 1942</td>
<td>Comp.</td>
<td>N.A. 1927</td>
<td>35 56</td>
<td>27.845</td>
<td>858.2 (991.0)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>76 35</td>
<td>34.974</td>
<td>876.6 (627.3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 FT. = 0.048000 METER

COMPUTED BY: T.I. Saperstein

DATE: 14 March 1952

CHECKED BY: R.J. Pate

DATE: 20 March 1952
PHOTOGRAHMATIC FLOT REPORT.

This report was submitted with T-9831.

31. Delineation.

Compiled by graphic methods. Stickup was used on an experimental basis on instructions from the Director. Reference letter from the Director dated 7/29/52; 711-011 - and letter from Tampa Photogrammetric Office to the Director dated 1/28/53, for a detailed report of the results.

32. Control.

Control was satisfactory. Placement, density and identification were adequate.

Two (2) triangulation stations, PIERCE 1942 and RAIL 1942, were reported destroyed; however, R.M. 2 for each station was recovered in good condition. Their positions were computed in the Tampa Office, plotted on the map manuscript and included under the list of control.

33. Supplemental Data.

None. See §10 4.513

34. Contours and Drainage.

No difficulty was encountered in the delineation of drainage. The contours on Photographs 33152A, 33169 and 33170 were reshaped on acetate overlays in the Washington Office and so compiled. Elevations were taken directly from the photographs. See memorandum, Reference 732-mk1, dated 12 June 1952, Subject Reshaping Contours - Project Ph-61 - North Carolina. (Copy attached)

The only difficulty encountered while compiling the contours came from the fact that the acetate overlays had a tendency to distort, therefore considerable adjustments were necessary.
35. **SHORELINE AND ALONGSHORE DETAILS.**

Shoreline inspection was adequate. Reference Item 7.

36. **OFFSHORE DETAILS.**

No statement. See §57

37. **LANDMARKS AND AIDS.**

See §9

The 2 1/4 mm. red circle (labeled "Control Pt.") near the south end of the Norfolk-Southern Railroad bridge over Albemarle Sound, was plotted from a geographic position computed from a three-point fix. Its function is to help in the plotting of the positions of fixed aids to navigation by the graphic control method on T-9832. Circle to be deleted from registration copy.

38. **CONTROL FOR FUTURE SURVEYS.**

Two (2) recoverable topographic stations are being submitted on Form 524 with this report. They have been listed under Item 49.

39. **JUNCTIONS.**

Satisfactory junction with T-98314 to the east.
T-9832 on the west incomplete.
T-9836 on the south has not been delineated.
Joins USC&GF Quadrangle EDENTON (1941-46) on the north.
40. HORIZONTAL AND VERTICAL ACCURACY.

No statement. See §47

41. BOUNDARIES.

The county line between Chowan and Washington Counties has been shown according to an Act of the State of North Carolina Legislature passed in 1911. The line was declared to be the middle of Albemarle Sound, parallel to the shores. Field Print 33171 has this shown relatively correct. Field Print 33150 has the position of the junction of Bertie, Chowan and Washington Counties in error by approximately 500 meters if the County Map is correct. The position of this junction as shown was plotted by the use of proportional dividers; using North Carolina State Highway and Public Works Commission County Map, published 1949.

The foregoing method was also used to plot Lees Mill Township and Skinnersville Township line.

46. COMPARISON WITH EXISTING MAPS.

Comparison has been made with USC of E Quadrangle FLYMOUTH N. C., scale 1:125,000, dated 1943. Agreement was fair. See §62 & §63

47. COMPARISON WITH NAUTICAL CHARTS.

Comparison was made with USC&GS Nautical Chart No. 1228, scale 1:30,000, dated May 1937, corrected to 2 October 1950. Agreement was good. See §65

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY.

None.

ITEMS TO BE CARRIED FORWARD.

None.

APPROVED AND FORWARDED:

[Signature]

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

- ALBEMARLE SOUND
- BEASLEY
- BERTIE COUNTY
- BLOUNT
- CHAPEL SWAMP
- CHOWAN COUNTY
- KENDRICK CREEK (recent B.G.N. decision)
- LESS MILL TOWNSHIP (to be checked: official Census Bulletin No. Lees Mill)
- MACKEYS
- MERRY HILL TOWNSHIP
- NEWLAND ROAD
- NORTH CAROLINA
- NORFOLK & SOUTHERN RAILROAD
- PLEASANT GROVE
- ROBER
- SKINNERSVILLE
- SKINNERSVILLE TOWNSHIP
- STATE 32
- Townships: Nos. 1 & 4
- U. S. 64
- WASHINGTON COUNTY
- Oak Grove Church
- Shilo Wonder Church
- Holly Neck Church & Cem
- Main Canal

Names approved 8-43
on basis of project names report.

D. Heck

Checked and approved,
11-17-54
A. J. W.
49. **NOTES FOR THE HYDROGRAPHER.**

The following recoverable topographic stations will be useful to the hydrographer:

ALMA 1951

FORT 1951
51. METHODS

The field edit of this area was accomplished by standard surveying methods in conjunction with visual inspection. Actual field work was completed in March 1954.

Field edit corrections have been shown on the field edit sheet, field photographs 33150, 33151, 33152-A, 33168, 33169, 33170, 33171 and in this report.

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

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

52. ADEQUACY OF COMPILATION

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

53. MAP ACCURACY

The horizontal accuracy of the map detail is relatively good.

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

Major corrections were made in small areas east of Mackeys, and north of Roper. Minor corrections were made in scattered areas throughout the remainder of the map. The minor corrections consisted mainly in reshaping the contours. The major corrections were required due to rather large errors having been made in the original planetable elevations.

54. RECOMMENDATIONS

Recommend that item "55 - Examination of Proof Copy" of this report be discontinued for the following reason: It is believed that the field editor does a more thorough job of checking the accuracy of compilation of any area than some uninterested individual.

56. DRAINAGE

Refer to item "5" - Field Inspection Report.

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

Additional main drainage ditches (or natural streams) have been shown on the field edit sheet.
57. **OFFSHORE FEATURES**

   Refer to item "8" - Field Inspection Report.

   An area, extending 200 ft. (on the average) from shore, from the railroad bridge east to limits of map is foul with stumps, trees and fish net stakes.

   A rather large area (foul) has been shown immediately west of mouth of Kendrick Creek.

58. **OTHER INTERIOR FEATURES**

   Refer to item "12" - Field Inspection Report.

   Corrected bridge clearances are noted on field photograph 33150.

   Additional roads (new) have been shown on field photograph 33151.

   Numerous additional buildings have been shown on the field edit sheet.

59. **GEOGRAPHIC NAMES**

   Refer to item "13" - Field Inspection Report.

   Delete the name - SOUND SIDE ELEM. SCHOOL.

   This building no longer used as a school.

60. **JUNCTIONS**

   Satisfactory junctions have been made with all adjacent contemporary quadrangles.

   Respectfully submitted
   21 May 1954

   James E. Hundley
   Cartographer

Approved

E. H. Kirsch,
Comdr. USCGS
Officer in Charge

\* I believe that a strong effort should be made to find one or more residents in the area who are intimately acquainted with the area, and who are interested and qualified, to examine a proof copy for errors.

   E. H. Kirsch
PHOTOGRAMMETRIC OFFICE REVIEW
T. 9833


CONTROL STATIONS
5. Horizontal control stations of third-order or higher accuracy M.M.S. 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) J.G. 7. Photo hydro stations XX 8. Bench marks J.G.

ALONGSHORE AREAS
(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

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

MISCELLANEOUS

40. [Signature] [Name]
   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.

43. Remarks:

Compiler
Supervisor

M-2623-12
62. **Comparison with Registered Topographic Surveys**

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-247</td>
<td>1:20,000</td>
<td>1848</td>
</tr>
<tr>
<td>T-2944</td>
<td>1:10,000</td>
<td>1909</td>
</tr>
<tr>
<td>T-3527</td>
<td>1:40,000</td>
<td>1915</td>
</tr>
</tbody>
</table>

These surveys which cover only shoreline are in close agreement with T-9833. Map T-9833 is to supersede the above surveys for nautical charting purposes for the area encompassed by T-9833.

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

Plymouth Quadrangle (C. of E) 1:125,000 1943

A visual comparison reveals changes in culture and swamp limits.

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

65. **Comparison with Nautical Charts**

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

Differences noted are as follows: bridge data (clearances and types), shoreline and alongshore structures (in red on the manuscript) and roads (not all are on Chart 1228). Changes made to the vinylite print of the map manuscript are shown in red.

66. **Adequacy of Results and Future Surveys**

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

Reviewed by:

Everett H. Ramey

Approved by:

Chief, Review Branch

Chief, Division of Photogrammetry

10 April '57

Chief, Nautical Chart Branch

Chief, Division of Coastal Surveys
I recommend that the following objects which have (obstructed) been inspected from seaward to determine their value as landmarks be charted on (deleted) the charts indicated.

The positions given have been checked after listing by

Rexford E. Smith, Jr.,

J. E. Waugh, Chief of Party.

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>STATE</th>
<th>NORTH CAROLINA</th>
</tr>
</thead>
<tbody>
<tr>
<td>HACKEY CREEK LIGHT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

LATITUDE * | LONGITUDE * | METHOD OF LOCATION AND SURVEY NO. | DATE OF LOCATION | VARIOUS CHART | OFFSHORE CHART |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>35 56</td>
<td>76 36</td>
<td>1078.1</td>
<td>1138.9</td>
<td>Triang.</td>
<td>1942</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 obstructed shall be recorded on this form. This form should be completed after the survey of the area and anchorages.
# NAUTICAL CHARTS BRANCH

**SURVEY NO. 9833**

## Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-19-62</td>
<td>122E</td>
<td>Knopp</td>
<td>Complete Application Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<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.