

5552

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. T- 5552
~~Hydrographic~~

State North Carolina

LOCALITY

~~North Carolina East Coast~~

Pungo River (Belhaven Area)

Belhaven and Vicinity

1934

CHIEF OF PARTY

S. B. Grenell

5552

Applied to chart No 832 Jan. 21, 1937. R.L.G.
Applied to Cor. 1231 (that part on the north, outside the limits
of chart 832). April 7, 1937. H. MacEwan

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No.

REGISTER NO. 5552

State North Carolina

General locality Pungo River.
~~North Carolina East Coast~~

Locality ~~Pungo River (Belhaven Area)~~ Belhaven and vicinity
* photos.

Scale 1:10,000 Date of ~~survey~~ 10-9-34, 19...

~~Messed~~ Air Photo Compilation Party No. 18

Reviewed & recommended for approval

Chief of party Lieut. (j.g.) S. B. Grenell *S. B. Grenell*

Photos plotted by:

~~Surveyed by~~ F. B. Hickman

Inked by D. B. Gaines

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Dec. 14, 1934, 19...

Remarks compilation of aerial photos Nos.: M-78 35 to 48; 69 to 76;
146 to 148

* *Blue print on scale of 1:10,000*

--NOTES OF COMPILATION--

One copy of this form must accompany each chart from beginning to completion. The last draftsman, whose name appears on this form, is responsible for it and all personnell will endeavor to keep these forms up to date and correctly posted. This form is very important inasmuch as the final Descriptive Report of the chart compiled is based upon the information contained herein.

SHEET No. 5552

(m-78)

(m-78)

PHOTO NO. 35 to PHOTO NO. 48
69 to PHOTO NO. 76
146 to PHOTO NO. 148

BY _____ START _____ FINISH _____

ROUGH RADIAL PLOT S. B. Grenell 2-24-35 2-26-35

SCALE FACTOR 1.000 S. B. Grenell " "

SCALE FACTOR CHECKED F. B. Hickman 2-24-35 2-26-35

PROJECTION A. M. Gruber 3-4-35 3-4-35

PROJECTION CHECKED J. W. Griffith, Jr. " "

CONTROL PLOTTED F. B. Hickman 3-19-35 3-19-35

CONTROL CHECKED J. C. Tison, Jr. 3-20-35 3-20-35

TOPOGRAPHY TRANSFERRED _____

TOPOGRAPHY CHECKED _____

SMOOTH RADIAL LINE PLOT F. B. Hickman 4-1-35 4-6-35

RADIAL LINE PLOT CHECKED S. B. Grenell " "

DETAIL INKED D. B. Gaines 4-7-35 6-14-35

AREA DETAIL INKED 29.5 Square Statute Miles

LENGTH OF SHORE LINE OVER 200m. 25.0 Statute Miles

LENGTH OF SHORE LINE UNDER 200m. 11.7 Statute Miles

GENERAL LOCATION ~~North Carolina East Coast~~ Pungo River

LOCATION Belhaven. ~~Pungo River (Belhaven Area)~~

DATUM STATION Belhaven, 1935 LATITUDE 35-31 - 59.34" (1828.8m)

DATUM N. A. 1927 LONGITUDE 76-36 - 47.50" (1196.6m)

(unadjusted)

Note See pages 5 to 8a Report
for compilation T5550 for discussion
of errors of photos due to camera
meal adjustment. In addition to ~~the~~
triangulation a traverse along the
road across the N.E. edge of this
compilation furnished control for this
sheet. Comparison with the control
survey indicates the accuracy of
this compilation to be within the values
given on page 3 following

BGG
3/18/36

REPORT OF COMPILATION:

RADIAL LINE PLOT:

The standard radial line plot method was used. The difficulties encountered were the usual type for these pictures. The "D" wing is out in traverse scale and cuts were taken from the central portion of the print only. This method was employed also for a few of the "C" prints where there was evident distortion. *For discussion of difficult see opposite page*

All control was held except on the edges of distorted prints as noted above. *There is sufficient control for a radial plot.*

ADJUSTMENT OF PHOTOGRAPHS:

The majority of the photographs have about the average amount of tilt. Radial points were well selected and spaced. It was not necessary to establish additional radial points. There were no unusual difficulties.

INTERPRETATION:

The pictures were clear and detail sharply defined, especially in and near the "B" prints.

There were no unusual features. Several special symbols ^{*} were used along the waterfront at Belhaven, N. C. Pilings were shown with a fine short dashed line. Piling shown on field photo 70-A cannot be found on photographs nor is it indicated on the ^{platable} topo sheet.

Shipwrecks were shown by a small cross. Sunken or partially sunken barges were shown by drawing in the outline of the barge when visible. All barges or shipwrecks not visible on the photographs were taken direct from the Topo sheet (E) of this area. (T-6341). *See review at back*

COMPARISONS WITH CONTEMPORARY SURVEYS:

This compilation joins sheet 5551 on the east, same scale, joins sheet 5553 on the west, same scale, joins 5554 on the south, same scale. There is no junction on the north. This compilation has been compared with Topo sheet "E" and "D" by J. A. Bond, 1935. Any differences have been reviewed and corrected in this office.

E is T-6341; D is T-6340.

COMPARISONS WITH OTHER SURVEYS:

The junctions with adjoining sheets were made in this office and are complete and satisfactory. This area is covered by the U. S. C. & G. Survey chart No. 1231 and the shoreline seems to be very much the same. The railroads shown as abandoned on this compilation, should be removed from the chart. ^{discarded} *discarded*. New roads have been put in and some of the old ones ^{discarded} *discarded*. A comparison has also been made with U. S. C. & G. Survey Topo sheets dated 1873, No. 1310 of Belhaven and Topo sheet dated 1872 No. 1273 of area south of Belhaven. It is felt that this comparison is of little value due to obsolescence of these ^{charts} *charts*. A comparison was made with U. S. Geological ^{Survey} *Survey* Chart, North Carolina, Belhaven quadrangle, surveyed in 1914, corrected to 1932. This comparison shows very little change in the main topographic detail. There are some changes in the roads.

** See review at back of this report.*

ACCURACY AND COMPLETENESS:

This compilation should have a probable error not greater than 10 meters in well defined detail and one not greater than 20 meters in detail less well defined.

PHOTOGRAPHS:

No.	to	No.	Time	Date	Stage of Tide
M-78	35	48	10:45 AM	10-9-34	No Tide
	69	76	11:00 AM	10-9-34	No Tide
	146	148	10:35 AM	10-9-34	No Tide

BRIDGE DATA:

Pantego Creek Bridge: Hwy. Sw. Span; Channel Clearance - 35'
Vertical Clearance 6.2' M.L.W.; Vertical clearance 4.2' H. W.
This is also noted on the overlay.

D. B. Gaines

D. B. Gaines
Draftsman

Field reviewed,

A. M. Gruber

A. M. Gruber,
Surveyor

Control. The triangulation stations shown on this compilation and used for controlling the radial plot were established by G. C. Mattison in 1933 and by K. G. Crosby in 1935.

D. Am.

N A M E S

W. E. Well established local name known throughout large area.
 L. N. Local name known in immediate area only
 C. Charted
 O. S. Appears on old Topo Sheet.

NAME	LEGEND	REMARKS
Lower Dowry Cr.	C.--W. E.	
Cutting Sage ^{Sage} Cr.	W. E.	Name from a local bush
Dave Jones Cr.	L. N.	Shown on old topo sheet as school house cr. but not known as such now.
Baker Cr.	W. E.--O. S.	
Baker Pt.	L. N.	
Tom Cr.	W. E.--O. S.	
Tom Pt.		Now changing to Tooley Pt. because family of that name have been living here for some 25 years. <i>See name list.</i>
Wins Gut	W. E.	
Belhaven P. O.	Town	
Gum Pt.	L. N.	Now a part of Belhaven
Shoemaker Cr.	W. E.--O. S.	
Chickold Cr.	W. E.--O. S.	
Ingoes Cr.	W. E.--O. S.	Different spelling on old topo sheet
Stotesberry Pt.	L. N.	From family by that name
Fluhardt Pt.	L. N.	" " " " "
Manuel Cr. sometimes called Mill Cr.		Manuel Cr. is old name which is changing to Mill Cr. due to an old mill located there. Name Manuel Cr. appears on old deeds in this vicinity. The mill is not now in operation. <i>See name list.</i>
Ollison Whitley Is.	L. N.	
Cedar Island	L. N.	
Schooner Pt.	W. E.	
Schooner Cr. } By Valve Cr. }		For last 25 years this creek is better known as By Valve Cr. due to a barge by that name having sunk there.
Pungo Pt.	W. E.--O. S.	
Persimmon Tree Pt.	W. E.	
Vale Cr.	W. E.	Shown on old topo sheet as Durgin Cr. Not known as Durgin Cr.
Archiball Pt.	L. N.	
Cordon Gut	L. N.	
Windmill Pt.	W. E.	From old windmill
Little Cr.	W. E.--O.S.	
		(No record can be found of Cedar Grove Pt. shown on old topo sheet)
Woodstock Pt.	C.--O.S.	

GEOGRAPHIC NAMES

Date. August 23, 1935

Survey No. T-5552

Chart No. 1231

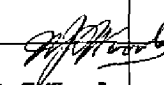
NORTH CAROLINA

Diagram No. _____

Approved by the Division of Geographic Names, Department of Interior. ✕

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Cuckold Creek</u> ✓				
	<u>Pantego Creek</u> ✓				
	<u>Ingoes Creek</u> ✓				
	<u>Statesberry Point</u> ✓				
	<u>Fluhardt Point</u> ✓				
	<u>Broad Creek</u> ✓				
	<u>Manuel Creek</u> ✓				
	<u>Cedar Point</u> ✓				
	<u>Cedar Island</u> ✓				
	<u>Schooner Creek</u> ✓				
	<u>Schooner Point</u> ✓				
	<u>Gum Point</u> ✓				
	<u>Belhaven</u> ✓				
	<u>Tom Point</u> ✓				
	<u>Tom Creek</u> ✓				
	<u>Baker Creek</u> ✓				
	<u>Dave Jones Creek</u> ✓				
	<u>Cutting Sedge Creek</u> ✓				
	<u>Lower Dowry Creek</u> ✓				
	<u>Pungo Point</u> ✓				
Names underlined in red are approved.					
 W.J. Woods					

Date. August 23, 1935

GEOGRAPHIC NAMES

Survey No. T-5552

Chart No. 1231

Diagram No. _____

NORTH CAROLINA

Approved by the Division of Geographic Names, Department of Interior. ✕

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Baker Point</u> ✓				
	<u>Vale Creek</u> ✓				
	<u>Pungo Creek</u> ✓				
	<u>Pungo River</u> ✓				
	<u>Archibald Point</u> ✓				
	<u>Gordon Gut</u> ✓				
	<u>Windmill Point</u> ✓				
	<u>Little Creek</u> ✓				
	<u>Scott Creek</u> ✓				
	<u>Woodstock Pt</u> ✓				
	<u>Shoemaker ^{Creek} Point</u> ✓				
	<u>Marsh Island</u>				
	<p>It is not the policy of this division to anticipate eventualities. <i>W.J. Woods</i> See page 3-D.R. 5552</p> <p>Names underline in red are approved. <i>W.J. Woods.</i> W.J. Woods.</p>				
	<u>Persimmon Tree Point</u> ✓				
	<u>Wins Gut</u>				
	Alison <u>Whitley Island</u> ✓				
	<p>Names underlined in red approved by <i>C. Egnor</i> on 3/19/36</p>				

REVIEW OF AIR PHOTO COMPILATION T 5552 (1935)
Scale 1:10,000

Comparison with Graphic Control Surveys

On the following graphic control surveys the shoreline has been shown in pencil located with an accuracy only adequate for boat sheet purposes. Recoverable details and plane table stations, however, have been located with the usual degree of accuracy and agree with the compilation except in the cases mentioned below.

T 6339 (1935), 1:10,000

Only that portion of the survey for T 6339 in Lower Dowry Creek is common to this compilation. All planetable signals are in agreement except signal "Ox", lat. $35^{\circ} 32.7'$, long. $76^{\circ} 35.5'$, which falls about 10 meters off the shoreline as shown on this compilation. This is probably a planetable error as the photo plot of the shoreline has been checked at this point and agrees with all other planetable stations in this immediate area.

T 6340 (1935), 1:10,000; T 6341 (1935), 1:10,000; T 6342 (1935), 1:10,000; T 6343 (1935), 1:10,000.

The surveys for T 6340, T 6341, T 6342 and T 6343 are in agreement with the compilation.

Details such as piling, wrecks, etc. which in some cases cannot be seen on the photographs were transferred from T 6340 and T 6341 in the field. The position of station "Aw1", a stack, was transferred in this office by L.A.M. and checked by R. M. Berry. All details on T 6339, T 6340, T 6341, T 6342 and T 6343 shown on this compilation except buoys, non-recoverable planetable positions and the magnetic declination.

Comparison with Previous Topographic Surveys

T 1273 (1872), 1:20,000

The survey for T 1273 covers Pungo River between Wade Point and Pungo Creek. There have been very few changes of topography since the time T 1273 was made. A number of private roads shown on T 1273 have been abandoned, while others appear as trails. This compilation is detailed and adequate in order to supersede T 1273 over the common area.

T 1310 (1873), 1:20,000

The survey for T 1310 covers the northern section of Pungo River and its tributaries. T 1310 shows the stream lines to their source together with a swamp symbol. In the immediate vicinity of Belhaven these natural drainage streams have been changed. There are now

numerous drainage ditches in the cultivated areas of this locality. In the areas near Pungo Creek the land is heavily wooded, the upper limits of the streams cannot be seen on the photographs and for this reason these streams have been traced only to the limits which the photos show.

In the area along the north shore of Pungo Creek a number of farms and roads have been abandoned. Other roads now appear as trails in this locality. This compilation is complete and adequate in order to supersede that portion of T 1310 which it covers.

Comparison with H. 5873 and H 5697

No discrepancies. The four sunken wrecks shown on this compilation at lat. $35^{\circ} 33'$, long. $76^{\circ} 39.5'$; at lat. $35^{\circ} 32.75'$, long. $76^{\circ} 38.6'$; at $35^{\circ} 32.3'$, long. $76^{\circ} 37.7'$ are shown in pencil on H 5783 and H 5697. These wrecks are not shown on the charts, the graphic control, or the recent hydrographic surveys of this area. They do not appear on the photos covering this area and there are no notes in the field photos concerning them. The compiler is not available for an explanation and the chief of the compilation party who was recently in this office does not know from what authority they were plotted on the compilation. The positions are marked on the celluloid by a prick point indicating that they were plotted positions and they have been left on the compilation though the source of the positions is not known.

Wrecks removed from compilation and hydrographic surveys April 11, 1936. (Lieut. John A. Coak's letter April 6, 1936) included in this report. -F.G.E.

Comparison with the Chart, No. 1231

The pier at lat. $35^{\circ} 32'$, long. $76^{\circ} 36'$ and the group of piers at lat. $35^{\circ} 32.2'$, long. $76^{\circ} 37.3'$ shown on chart No. 1231 are no longer in existence.

No record of the landmarks for charts can be found in the office. According to the descriptive reports, T 6339, T 6340 they were to be submitted in a separate report and probably will be filed as a chart letter when they are received.

Symbols

With reference to page 2 of this report concerning symbols: The symbol for piling was changed to a dot symbol. No distinction was made between shipwrecks and wrecked barges as far as symbols are concerned. The general term "wreck" applies to both. Where a group of exposed wrecks occurs the outline of each wreck is shown and the whole labelled "wrecks". Where isolated wrecks occur the standard symbol is used.

Standard symbols approved by the U.S. Board of Surveys and Maps were used throughout with the exception of the symbol for wrecks when in a group.

March 20, 1936.

Leonard A. McSauer
B. G. Jones

CKG
KTA
X

82-LEF

April 6, 1936.

To: Commanding Officer,
Coast and Geodetic Survey,
Ship MIKAWA,
Box 1570,
Norfolk, Virginia.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Wreck Symbols shown on T-5552.

Your letter of April 6, 1936, furnishing information concerning the wreck symbols shown on air photo compilation T-5552, is acknowledged, with thanks. In compliance with your recommendation these symbols will be deleted from the compilation.

(Signed) PAUL G. W. HENNING,
Acting Director.

80 ekg

POST-OFFICE ADDRESS: Box 1570, Norfolk, Virginia

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

1936 APR - 7 - AM 8:46

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

April 6, 1936

To: The Director
U. S. Coast and Geodetic Survey
Washington, D. C.

From: Commanding Officer
U.S.C.& G.S.S. MIKAWA

Subject: Wreck Symbols shown on T 5552

In reply to your letter of April 4, 1936 (80-DRM) inquiring as to the nature of wrecks shown on air-photo compilation No. T 5552 the following information is submitted.

Questioning all members of my party who were engaged on the field work in the vicinity in question fails to elicit any memory of the existence of the wrecks. Mr. D. M. Watt who did the graphic control work states that he had a set-up on the point immediately adjacent to the wrecks shown in Lat. 35° 33', Long. 76° 39.5', and that he would undoubtedly have located them had they been visible.

I have consulted Lieutenant Grenell and he can furnish no information other than that the air-photo compilation sheet was compiled by a comparatively inexperienced draftsman and on account of the pressure of the work the sheet did not receive as careful checking as his subsequent sheets. I would therefor recommend that the wreck symbols in question be expunged from the air-photo compilation sheet.

John A. Bond
John A. Bond
Lieut. U.S.C. & G.S.
Commanding

*Wreck symbols removed from H-5873 and H-5697
A.Z.S (4-10-36)*

CKG
KTA
P

80-DEM

April 4, 1936.

To: Lieutenant John A. Bond,
U. S. Coast and Geodetic Survey,
Launch MIKAWA,
Box 1570,
Norfolk, Virginia.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Pantego Creek, North Carolina -- Wreck symbols shown
on T 5552.

Inclosed are two photostats of sections of your hydrographic surveys Nos. H 5697 and H 5873, on which are indicated in yellow the locations of wreck symbols shown on air photo compilation No. T 5552.

Since these features do not show on the photographs nor on your hydrographic surveys, there is a doubt as to whether they now exist. The paragraph of the review of T 5552 concerning these wrecks is as follows:

"Comparison with H 5873 and H 5697

"No discrepancies. The four sunken wrecks shown on this compilation at lat. 35° 33', long. 76° 39.5'; at lat. 35° 32.75', long. 76° 38.6'; at 35° 32.3', long. 76° 37.7' are shown in pencil on H 5783 and H 5697. These wrecks are not shown on the charts, the graphic control, or the recent hydrographic surveys of this area. They do not appear on the photos covering this area and there are no notes in the field photos concerning them. The compiler is not available for an explanation and the chief of the compilation party who was recently in this office does not know from what authority they were plotted on the compilation. The positions are marked on the celluloid by a prick point indicating that they were plotted positions and they have been left on the compilation though the source of the positions is not known."

Please furnish this office with any information which may help to clarify the discrepancy.

(Signed) J. H. EAWLEY

Acting Director.

Inlosures.

REVIEW OF AIR PHOTO COMPILATION NO. T 5552

Chief of Party: S. B. Grenell

Compiled by: D. Gaines

Project: Inland Route North Carolina Instructions dated: Dec. 14 1934

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
*Traverse run for secondary control
T-6339, T-6340 and T-6341 have been made in this area to
supplement the photo plot.*
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
None transmitted.
5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
No sand beach in this area.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, ~~reefs, coral reefs and rocks,~~ and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

No low water lines are shown as there is little or no tide in the waterways of this area.

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

~~Submitted by Lt. J. A. Bond 1935~~
None submitted.

10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

To be Submitted by Lt. J. A. Bond ⁱⁿ 1935 in a general report.

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

13. The geographic datum of the compilation is *N. A. 1927* and the reference station is correctly noted.

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

15. The drafting is satisfactory and particular attention has been given the following:

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots. ✓
4. Closely spaced lines are drawn sharp and clear for printing. ✓
5. Topographic symbols for similar features are of uniform weight. ✓
6. All drawing has been retouched where partially rubbed off. ✓
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. ✓

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time. ✓

17. Remarks:

18. Examined and approved;



Chief of Party


19. Remarks after review in office:

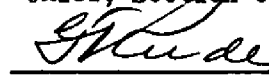
Reviewed in office by: Leonard A. Melsau. March 20, 1936.
B.G. Jones

Examined and approved:


Chief, Section of Field Records


Chief, Division of Charts


Chief, Section of Field Work


Chief, Division of Hydrography
and Topography.