

8197

Diagd. on Ding. Ch. No. 1236-2

2618

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. Office No. T-8197

LOCALITY

State North Carolina

General locality Brunswick County

Locality Southport, N. C.

1943

CHIEF OF PARTY

F. L. Gallen and
Fred. L. Peacock

LIBRARY & ARCHIVES

DATE August 6, 1946

DATA RECORD

T- 8197

Quadrangle (II):

Southport 7½ minute Quadrangle

Project No. (II):

CS-275

Field Office:

Myrtle Beach, S. C.

Chief of Party:

F. L. Gallen

Compilation Office:

Baltimore, Maryland

Chief of Party:

Fred. L. Peacock

Instructions dated (II III):

Jan. 23, July 15, Oct. 19, 23, 27, 1942

Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed:

Applied to chart No.

Date:

Redrafting Completed:

Registered:

Published:

Compilation Scale: 1:20,000

Published Scale:

Scale Factor (III): none

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): HICK, 1933

Lat.: 33° 55' 30.979⁸" 954.5⁵ (894.1) Long.: 78° 06' 11.591⁶⁰¹" 297.7^{8.0} Adjusted
(1243.4) ~~Unadjusted~~

State Plane Coordinates (VI): North Carolina, (single zone)

X = 2, 272, 091.01 ft.

Y = 65, 021.16 ft.

Military Grid Zone (VI)

" B "

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
8103	4/1/42	11:57a.m.	1:20,000	0.55' above M. L. W.
8104	4/1/42	11:57a.m.	1:20,000	0.55' above M. L. W.
8105	4/1/42	11:57a.m.	1:20,000	0.55' above M. L. W.
8118	4/1/42	12:33p.m.	1:20,000	0.05' below M. L. W.
8119	4/1/42	12:33p.m.	1:20,000	0.05' below M. L. W.
8447	4/6/42	Clock stopped	1:20,000	Unknown
8448	4/6/42	Clock stopped	1:20,000	Unknown
8449	4/6/42	Clock stopped	1:20,000	Unknown

Tide from (III); Predicted tables, reference station, Charleston, S. C., with time corrections for Southport, N. C.

Mean Range: 4.1' Spring Range: 4.6'

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera
(focal length $8\frac{1}{4}$ ")

and contouring

Field Inspection/by: Walter W. Doeringsfeld

date: April, 1943

Field Edit by: Louis Levin

date: Aug 1943

Date of Mean High-Water Line Location (III):

Same as date of photographs

Projection and Grids ruled by (III) Washington Office

date: January, 1943

" " " checked by: Washington Office

date: January, 1943

Control plotted by: Joseph Steinberg

date: May 4, 1943

Control checked by: J. Edward Deal, Jr.

date: May 4, 1943

Radial Plot by: J. Edward Deal, Jr. & Joseph Steinberg

date: May, 1943

Detailed by: Edward H. Snyder

date: July 5 to Aug. 7, 1943

Reviewed in compilation office by: William H. Van Loon

date: Aug. 4 to Aug. 7, 1943

Elevations on Field Edit Sheet

checked by: Louis Levin

date: Aug 19, 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): 43

Shoreline (More than 200 meters to opposite shore): 16 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 23.5 Statute Miles

Centerline of streams only

Number of Recoverable Topographic Stations established: 15

(10 Non-floating aids to navigation established by plane table survey)

(5 non-floating aids to navigation established by Air Photo. Cmpila.)

Number of Temporary Hydrographic Stations located by radial plot:

None

Leveling (to control contours) - miles: 30 mi.

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname

and initials (not initials only).

Remarks;

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S. 275, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1933 and were published in 1934 on the scale of 1:10,000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the photographs.

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. A ~~new~~ radial plot was made for this work, using the red-line print as a base.

FIELD EDIT

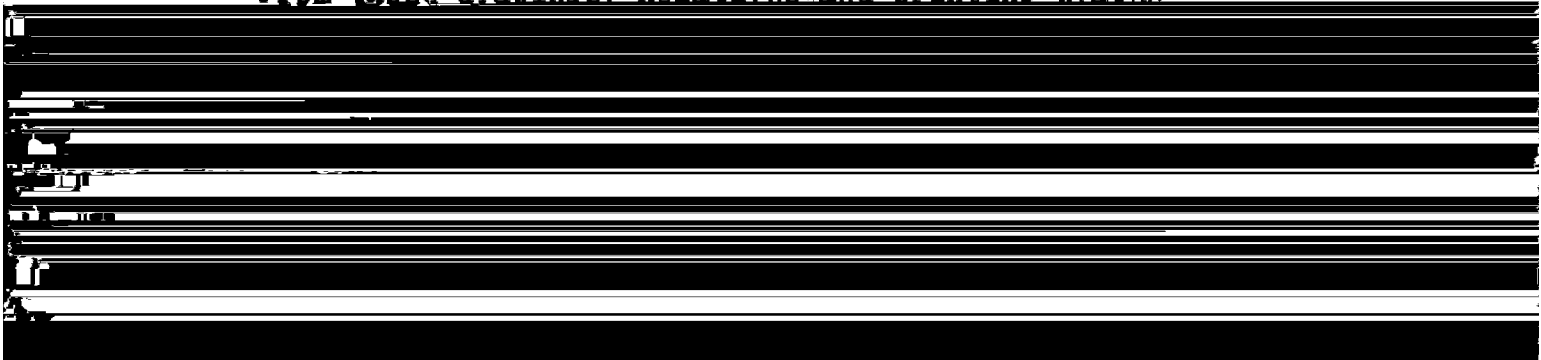
Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates



FIELD INSPECTION REPORT
QUADRANGLE 8197
PROJECT CS - 275
F. L. Gallen, Chief of Party

1. The quadrangle varies in elevation from sea level to around 81 feet. Various types of drainage exist, but most of it is dendritic. Trellis drainage exists to some extent in the center of the quadrangle, and the north central part. The topography is typical of shoreline emergence, and many elevated off-shore bars and lagoons exist. Photograph No. 8448 shows especially well the former lagoonal conditions in the northern part of the quadrangle. In the north east part of the quadrangle sub-surface solution cavities have caused deep depressions in the surface and result in many small intermittent ponds.

The vegetation of the area is chiefly evergreen. Much of the forest consisting mainly of pine has been cut over, and the existing forest is mostly second-growth. Very little cypress was found in the area, and as it exists in relatively small areas and in intermittent ponds it has not been designated in this quadrangle.

Southport, population 1760, (1940 census) is the only town in the quadrangle. There are a few farms north of the town, but most of the land seems to be sub-marginal for farming. Lumbering is at present the chief industry.

Southport can be reached by one of two state highways. Highway 130 runs east and west through the center of the quadrangle while Highway 303 runs north and south on the eastern side. Both roads are hard-surfaced macadam, and are all-weather roads. Many lumbering roads exist throughout the quadrangle, and most of the area is accessible.

2. Field inspection is believed to be complete.

3-4-5-6. See the report for Quadrangle T-8184.

7. The mean high water line has been indicated on the photographs where it could be determined by this party.

8. The low water line has been indicated on the photographs where it could be determined by this party.

9. Wharves and shore line structures have been indicated on the photographs.

10. No offshore details were found in this quadrangle.

Quadrangle 8197 - cont.

11. All beacons and lights have been located on the photographs and the numbers have been changed as found when locating them.
12. No hydrographic control was established.
13. There are no landing fields or aeronautical aids in this quadrangle.
14. See the report for Quadrangle T-8184
15. The dimensions of the bridges were indicated on the photographs, but they were not classified.
16. All the buildings in the town of Southport have been shown in contrasting colors. The legend is indicated on the photograph. For additional information see the report for Quadrangle T-8184.
17. This Quadrangle lies entirely within Brunswick County, North Carolina.

The city limits of Southport have been indicated on the photograph, and a picking card has been attached to the photograph to locate the radius point of the city limits. The radius of the city limits is that of a one degree curve (5729.28 feet).

Political boundaries will be added at the time of field edit. *No political boundaries on this quad.*

18. Geographic names is the subject of a separate report for this project. ✓
19. The junctions to the east with Quadrangle T-8196, to the north with Quadrangle T-8190, and to the west with Quadrangle T-8198, are all on overlapping photographs. The junctions were checked in the field and should be satisfactory. The junction to the south with Quadrangle T-8204 is all in water.

Submitted by:

Walter W. Doeringsfeld per F.L.G.
Walter W. Doeringsfeld
Jr. Topo. Engr.

Approved and forwarded

F. L. Gallen
F. L. Gallen
Chief of Party

26 CONTROL:

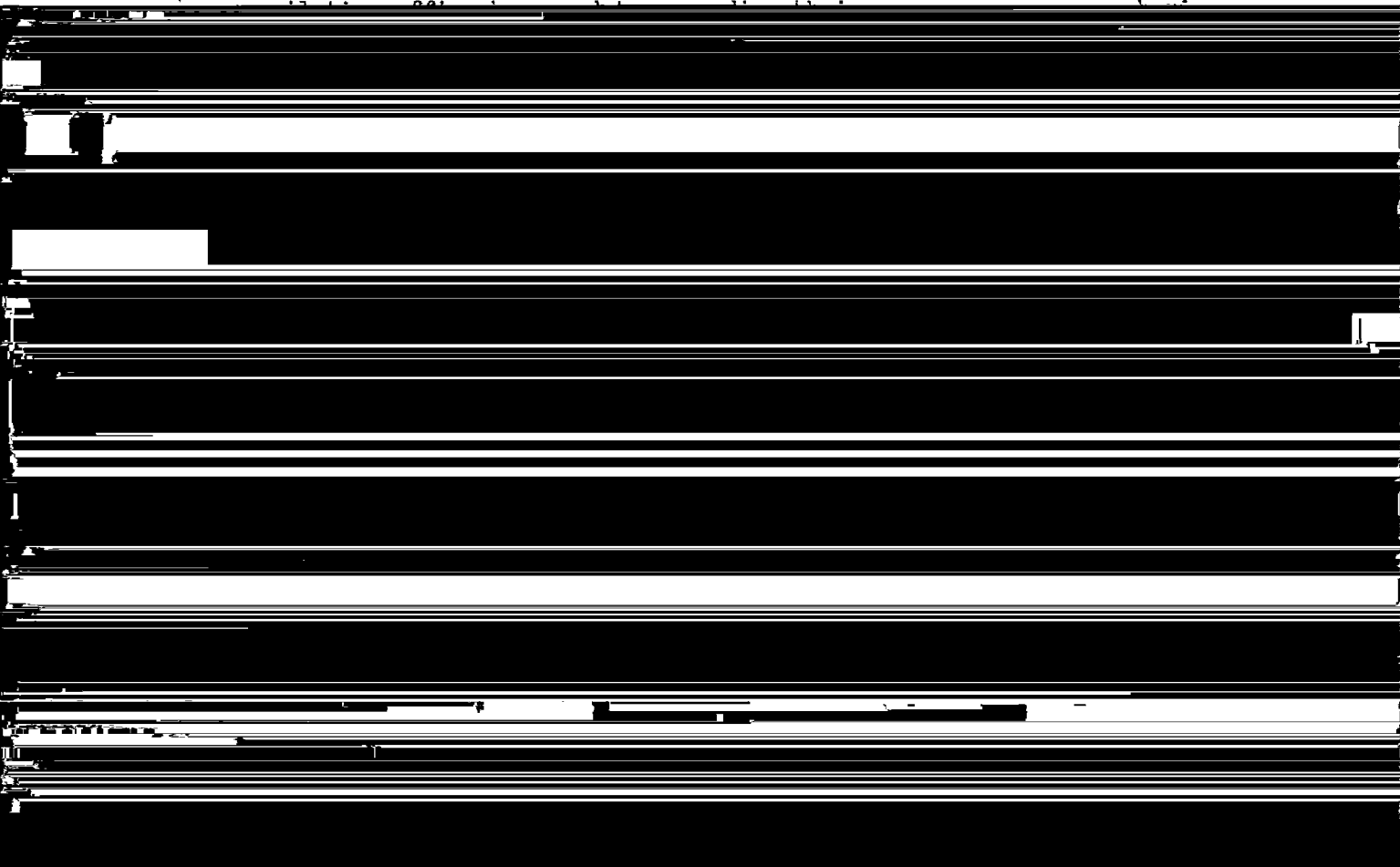
There are six U. S. Coast and Geodetic Survey triangulation stations which lie within the limits of this map manuscript and which were used in conjunction with horizontal control falling on adjoining map manuscripts to establish secondary and detail points for this map manuscript. These triangulation stations are as follows:

SOUTHPORT EAST BASE, 1932 p 39
HICK, 1933
SOUTHPORT WATER TANK, 1923, 1932 p 129
FORT CASWELL STACK, 1932 p 130
TOWER (FORT CASWELL) 1913, 1923, 1934
ROAD, 1933

A field inspection station was established by the field inspection party at a well-defined point near one of the above mentioned triangulation stations. This assured accurate picking of this horizontal control station on the office photographs. This F. I. station is indicated by a small circle of orange ink on the reverse side of the map manuscript. The station is

F.I.S. ROAD, 1933

In addition to the control mentioned above, there are thirty-one (31) other horizontal control stations which were shown on the 1935 compilation and fall within the limits of this 7½ minute quadrangle. This



26 CONTROL: (Cont'd.)

	recovery date no rec.	pp	remarks -
SOUTHPORT METH. CH. WHITE SPIRE, 1923			
SOUTHPORT PRES. CH., 1905			
SOUTHPORT WHITE SPIRE, 1932	1942	192	Left on acetate
U. S. E. 2, 1933	probably lost	1942 539	See bench mark recovery
U. S. E. 2-3N, 1933		1934 541	taken off - too near light
U. S. E. 2-3S, 1933		1943 541	" " " " "
U. S. E. 3, 1933		1934	Left on acetate
U. S. E. STA. 10, 1933	no recovery		
U. S. E. MON. "1", 1933	no recovery		
WEATHER BUREAU SIGNAL MAST AUX., 1923	1942		Left on acetate -

According to field inspection photograph No. 8449 which was furnished the compilation office by the field inspection party, three lighted beacons included in the above 31 horizontal control stations have been moved to new locations. These three horizontal control stations are not now in existence. The lighted beacons have been re-named according to the Intra-Coastal Waterway Light List, 1942.

They are as follows:

<u>Old Name</u>	<u>New Name</u>
BN. "1", 1933	SOUTHPORT LIGHT 1
BN. "2", 1933	CAPE FEAR - LITTLE RIVER LIGHT 22
BN. "17", 1933	CAPE FEAR - LITTLE RIVER LIGHT 17

27 RADIAL PLOT:

The radial plot for this map manuscript is described in section four of the descriptive report of the radial plots for Projects CS 275 and CS 284 which has been submitted to the Washington Office.

28 DETAILING:

The compilation office was furnished a red line print on celluloid on a scale of 1:20,000 of a compilation made in 1935 which covers approximately two-thirds of the land area of this quadrangle. After numerous well-defined points had been located on the map manuscript by radial intersection, it was found necessary to relocate most of the detail shown on this red line print.

New roads were added, and roads, relocated since 1935 were corrected. Tree lines were changed due to additional growth or cleared areas. Buildings were added, relocated, or deleted according to the field inspection.

Field inspection of this quadrangle was complete except for some portions of shoreline, and was generally adhered to. However, there was some disagreement between the interpretation of detail as indicated by the field inspection party and the interpretation of detail by this compilation office, notably along the shoreline and marsh areas.

28 DETAILING: (Cont'd.)

Low ground and swamp areas were detailed after careful stereoscopic examination of the office photographs in conjunction with the field inspection. Areas designated as swamp or wet weather swamp by the field inspection party, or determined by stereoscopic examination, were shown by the conventional swamp symbol. The oval-shaped low ground areas designated by the field inspection party, or delineated by stereoscopic examination, were shown with the conventional swamp symbol omitting the grass tufting, as was recommended in the supplemental instructions for Projects CS 275, CS 284, and CS 285 dated October 27, 1942. These areas were labeled with the letters "LG."

The compilation office was furnished a blue print of Fort Caswell by the field inspection party. The detailing in this area was accomplished by reproducing the grid system shown on the blue print to the proper area on the map manuscript and then plotting the detail with proportional dividers.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys by the U. S. Coast and Geodetic Survey, cover portions of this map manuscript:

<u>Survey Number</u>	<u>Date</u>	<u>Scale</u>
T-345	1851	1:10,000
T-674	1852	1:10,000
T-708	1858	1:10,000
T-1464a	1878	1:20,000
T-1464b	1879	1:20,000
T-1771	1887	1:10,000
T-3439	1914	1:20,000
T-4042	1923	1:20,000
T-4096	1924	1:20,000
T-4762	1933	1:20,000

Copies of the above surveys were not available to the compilation office.

A copy of a map of Brunswick County, Third Division, N. C., scale 1 inch = 1 mile, published by the North Carolina State Highway and Public Works Commission was furnished the compilation by the field inspection party.

30 HIGH WATER LINE:

The stage of tide of all the photographs used in the process of detailing this map manuscript was computed and found to be near mean low water.

The high water line was delineated from data provided by the field inspection party supplemented by careful stereoscopic examination

30 HIGH WATER LINE: (Cont'd)

of the office photographs. Numerous changes were made in the high water line of the 1935 compilation.

31 LOW WATER AND SHOAL LINES:

Low water and shoal areas were interpreted by stereoscopic examination of the office photographs with the aid of the field inspection data and delineated accordingly.

32 DETAIL OFFSHORE FROM THE HIGH WATER LINE:

Four wrecks offshore from the high water line are noted on the 1935 compilation; these wrecks are not discernible on the office photographs nor indicated by the field inspection party. Two of these wrecks are located off the northwest shore of Battery Island, one is just below Southport, and the other is approximately two and a half miles west of Fort Caswell on the Atlantic Coast line. *Will be carried forward & shown on T-8197. Field edit sheet contains note about the two wrecks off Battery Id., stating that the wreck closest to the channel is visible at extreme low water, the other being invisible.*

33 WHARVES AND SHORELINE STRUCTURES:

Twelve piers are indicated at Southport and two on Fort Caswell. Several other piers on Fort Caswell were visible on the office photographs, but the field inspection party instructed that they be deleted.

Also indicated are three boat houses; one of which is at Phillips Fish Factory adjacent to the Intracoastal Waterway; another at the Menhaden Fish Factory in the Intracoastal Waterway; and the third, in what appears to be a canal approximately three-quarters of a mile west of Fort Caswell.

34 LANDMARKS AND AIDS TO NAVIGATION:

Fifteen non-floating aids to navigation appear on this map manuscript in the Cape Fear River and along the Intracoastal Waterway. All of these lights and beacons were located by plane table by the field inspection party on photographs No. 8118 and No. 8449. Ten of these aids to navigation were transferred from the field inspection photographs to the map manuscript by orienting the photographs to numerous well-defined detail points in the vicinity of the aids to navigation.

As five (5) of the fifteen (15) aids to navigation were plainly visible on the office photographs, it was decided to locate these five (5) aids by radial plot. After this was accomplished, their positions were verified with the plane table location.

One of these aids to navigation, located in the Cape Fear River just off Fort Caswell, was indicated by the field inspection party as a "Flashing Light - White," but is not listed in the Atlantic Coast Light List of 1943.

The fifteen (15) non-floating aids to navigation shown on this map manuscript are:

34 LANDMARKS AND AIDS TO NAVIGATION: (Cont'd.)

Cape Fear River -

Smith Island Range Front Light
Smith Island Range Rear Light
Battery Island Light 14
Southport Light 1
Light (Name unknown)

Intracoastal Waterway -

Cape Fear - Little River Beacon 3
" " " " Beacon 5
" " " " Beacon 7
" " " " Light 11
" " " " Beacon 13
" " " " Beacon 15
" " " " Light 17
" " " " Beacon 19
" " " " Beacon 21
" " " " Light 22

The geographic positions of these fifteen non-floating aids to navigation have been scaled by the compilation office and are herewith submitted, with their descriptions, on Form 524 and Form 567.

35 HYDROGRAPHIC CONTROL:

The fifteen non-floating aids to navigation, listed in paragraph 34, may be used as partial control for future hydrographic surveys as long as they remain in their present positions.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There is no data concerning landing fields or aeronautical aids available to this compilation office for the area covered by this map manuscript.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this map manuscript. On it are noted discrepancies between field inspection photographs covering the same areas, disagreements in interpretation of detail between the field inspection party and the compilation office, and such notes as are deemed likely to be of assistance during the field edit. Also, shown are the names or numbers of all bench marks for the use of the Baltimore Compilation Office. In addition, a set of general notes has been included to aid in the interpretation of symbols and abbreviations shown on the map manuscript.

38 GEOGRAPHIC NAMES:

This compilation office was furnished a print of the North

38 GEOGRAPHIC NAMES: (Cont'd.)

Carolina State Highway Commission Map of Brunswick County, N. C., by the field inspection party, on which that party had noted geographic names outside the limits of the 1935 compilation only. ✓X

Those geographic names that were on the 1935 compilation have not been changed by the compilation office and are assumed to be correct.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this map manuscript is believed to be within the limits set forth, for well-defined and less well-defined points of detail in the instructions for Project CS 275, paragraph 36; dated January 23, 1942.

40 RECOMMENDATION FOR FUTURE SURVEYS:

The planimetric detail as presented on this map manuscript is believed to be complete, including all field inspection data and strict interpretation of the office photographs where field data was lacking. This map manuscript is subject to a field edit for additions and corrections.

41 JUNCTIONS:

Complete and satisfactory junctions have been made with the following map manuscripts:

To the North with map manuscript for Survey No. T-8190
To the East with map manuscript for Survey No. T-8196
To the West with map manuscript for Survey No. T-8198
To the South with Survey No. T-8204 detail for which is included on the map manuscript for Survey No. T-8203

42 REMARKS:

The description as prepared by the field inspection report adequately describes the area covered by this map manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

A map of Brunswick County, Third Division, North Carolina, State Highway and Public Works Commission, scale 1 inch to 1 mile was furnished the compilation office by the field party. Due to the lack of minute detail, a good comparison could not be made. In general, the common roads and streams were in agreement.

No other existing topographic quadrangles of this area were available to this compilation office, therefore, no comparison with this map manuscript could be made.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with U. S. Coast and Geodetic Survey Chart

45 COMPARISON WITH NAUTICAL CHARTS: (Cont'd.)

No. 835 dated January 7, 1943, and reissued April 15, 1943; scale 1:40,000. It was noted that, except for minor changes in shoreline, the physical features are in good agreement.

Respectfully submitted, 8/7/43

Edward H. Snyder
Edward H. Snyder
Photogrammetric Aid

Map manuscript, discrepancy
overlay and descriptive report
reviewed by

William H. Van Loon
William H. Van Loon
Pr. Photogrammetric Aid

Compilation of Map Manuscript
supervised by

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

J. Edward Deal, Jr.
J. Edward Deal, Jr.
Asst. Photogrammetric Engr.

Approved and Forwarded
August 9, 1943

Fred. L. Peacock
Fred. L. Peacock
Commander, C. & G. Survey
Officer-in-Charge
Baltimore Field Office

GEOGRAPHIC NAMES

(only those not included
in original report)

Undisputed

- ✓ Beaver Dam Creek
- ✓ Coolvale (Abd.)
- ✓ Gum Log Branch
- ✓ Nancy's Creek
- ✓ Nigis Creek
- ✓ Orton Creek
- ✓ Orton Creek Bridge
- ✓ Walden Bridge
- ✓ Walden Creek
- ✓ White Springs Ponds

Recommended

- ✓ White Spring Creek

Disputed

Spring Creek

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Chart Letter 541-43

NEW LOCATION

TO BE DELETED

STRIKE OUT ONE

LANDMARKS FOR CHARTS

Baltimore, Maryland

August 7, 1943

I recommend that the following objects which have ~~(been)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(existing charts)~~ the charts indicated.

The positions given have been checked after listing.

Fred. L. Penstock												Chief of Party.	
GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE									
		°	'	°	'	D. M. METERS	D. P. METERS						
Intracoastal Waterway Cape Fear - Little River	Cape Fear - Little River Beacon 3	33	54	78	01	1682.4 (166.2)	725.3 (816.3)	N.A. Air Phot. comp. Spring 1943				124	
	Cape Fear - Little River Beacon 5	33	54	78	01	1749.6 (168.0)	1111.7 (429.9)	"				835	
	Cape Fear - Little River Beacon 7	33	55	78	02	47.0 (1801.6)	566.8 (974.5)	"				"	
	Cape Fear - Little River Light 11 Fl. R., 4 Sec.	33	55	78	03	245.3 (1603.3)	307.3 (1234.0)	"				"	
	Cape Fear - Little River Beacon 13	33	55	78	03	306.2 (1542.4)	785.7 (755.6)	"				"	
	Cape Fear - Little River Beacon 15	33	55	78	03	303.9 (1464.7)	1254.2 (287.0)	"				"	
	Cape Fear - Little River Light 17 Fl. R., 4 Sec.	33	55	78	04	563.2 (1285.4)	897.4 (613.8)	"				"	
	Cape Fear - Little River Beacon 19	33	55	78	05	565.2 (1283.4)	385.9 (1155.3)	"				"	
	Cape Fear - Little River Beacon 21	33	55	78	05	565.6 (1283.0)	1173.6 (367.6)	"				"	
	Cape Fear - Little River Light 22 Double Fl. R., 4 sec.	33	55	78	06	638.2 (1210.4)	1171.0 (370.2)	"				"	
OK													

Fred. L. Penstock

Chief of Party.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Chart Letter 541-'43

LOCATION

RECEIVED
STRIKE OUT ONE
RECEIVED

LANDMARKS FOR CHARTS

Baltimore, Maryland

August 7, 1943

Recommend that the following objects which have (have been) been inspected from seaward to determine their value as landmarks, reported on (celestial from) the charts indicated.
The positions given have been checked after listing.

Fred. L. Peacock										Chief of Party.		
NAME AND DESCRIPTION		POSITION						METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED		
		LATITUDE		LONGITUDE		DATUM	HARBOR CHART			INSHORE CHART	OFFSHORE CHART	
		O	I	D. M. METERS	O							I
Cape Fear River, D. C.		33	53	1157.4 (661.2)	78	00	151.9 (1090.0)	N.A.	Spring.		124, 835, 1236	
Island Range, Front		33	54	174.1 (1674.5)	78	00	331.2 (1210.4)	"	"		"	
Island Range, Rear		33	54	750.0 (1090.6)	78	01	107.4 (1434.2)	"	"		"	
Island 14		33	54	1606.2 (242.4)	78	01	342.3 (1199.3)	"	"		"	
Island 15		33	53	1436.9 (411.7)	78	00	1129.8 (411.9)	"	"		"	
Island 16												
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Island 88												
Island 89												
Island 90												
Island 91												
Island 92												
Island 93												
Island 94												
Island 95												
Island 96												
Island 97												
Island 98												
Island 99												
Island 100												

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted marks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the of the area and not by individual field survey sheets. Information under each column heading should be given.

FIELD EDIT REPORT
T-8197
PROJECT CS-275

46. The field edit was accomplished by visual inspection making all additions and corrections on the map manuscript in the field and transferring all detail to a smooth copy while inking.

The following color scheme was used:

FEATURES	COLORS
Additions, corrections, bench marks, wye level elevations and crosses	RED
Deletions	GREEN
Drainage features	BLUE
Contours and Planetable elevations	BROWN
Civil boundaries	VIOLET

47. The position and amount of detail on this map manuscript is believed to be complete and adequate.

48. A horizontal accuracy test was run in quadrangle No. T-8198

Vertical accuracy tests are the subject of a special report for Project CS-275 and 284.

There is no test run on this sheet, nearest tests are run on sheets 8198 and 8190.

Submitted by

Louis Levin per JLL

Louis Levin
Photogrammetric Aid

Approved and Forwarded

F. L. Gallen
F. L. Gallen
Chief of Party

T-8197

No. 1

Remarks

Decisions

1		U.S.G.B.
2		
3		Road Maps
4		"
5		Name Sheet No. 23
6		Coast Pilot, etc.
7		1943 Railway Guide
8		
9		
10		
11		338780
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		339780
20		"
21		"
22		"
23		339779 U.S.G.B.
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8197

SOUTHPORT quadrangle

1 Name on Survey

	A.	B.	C.	D.	E.	F.	G.	H.	K.	
Intracoastal Waterway	✓									1
Brunswick County	✓									2
State Highway No. 130	✓									3
" " 303	✓									4
River Road	✓									5
Long Bay	✓	(Winyah Bay or North Island to Cape Fear)								6
Wilmington, Brunswick and Southern R.R. (Abd.)	✓									7
										8
										9
										10
Cape Fear River	✓									11
Fort Caswell	✓									12
Boathouse Creek	✓									13
Station Creek	not shown anymore									14
Smokehouse Creek	✓									15
Caswell Beach	✓									16
Oak Island Coast Guard Station	✓									17
Western Bar Channel	not labeled (channel)									18
Battery Island	✓									19
Southport	✓									20
Bonnett Creek	no more creek									21
Bowensville	labeled in 8196 (locality, former settlement, also on T-8196)									22
Price Creek	✓									23
Nancys Creek	✓									24
Gum Log Branch	✓									25
Walden Creek	✓									26
White Spring Creek	✓									27

T-8197

No. 2

Remarks

Decisions

1		339779
2		339780
3		"
4		"
5		340779
6		339780
7		"
8		"
9		"
10		"
11		"
12		"
13		338780
14		339780 U.S.G.B.
15		" "
16		"
17		" U.S.G.B.
18		"
19		"
20		"
21		"
22		"
23		"
24		330781
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8197

2	Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
		A,	B,	C,	D	E	F	G	H	K
	<u>Nigis Creek</u>	✓								1
	<u>White Spring Ponds</u>	✓								2
	<u>Walden Bridge</u>	✓								3
	<u>Orton Creek</u>	✓								4
	<u>Orton Creek Bridge</u>	✓								5
	<u>Coolvale (Abd.)</u>	✓								6
	<u>Bethel Neighborhood</u>	✓								7
	<u>Brunswick County Home</u>	✓								8
	<u>Cottage Creek</u>	✓								9
	<u>Doshers Creek</u>	✓								10
	<u>Dutchman Creek</u>	✓								11
	<u>Elizabeth River</u>	✓								12
	<u>Oak Island</u>	✓								13
	<u>Molasses Creek</u>	✓								14
		(as on name sheet No. 23)								
	<u>Coward Creek</u>	✓								15
		ditto, tributary to Molasses Creek								
	<u>Piney Point Creek</u>	✓								16
	<u>Denis Creek</u>	✓								17
	<u>Big Bluff</u>	✓								18
	<u>Barnes Bluff</u>	✓								19
	<u>Frazier Neck</u>	✓								20
	<u>Buck Island</u>	✓								21
	<u>Calf Gully Creek</u>	✓								22
	<u>Jump and Run Creek</u>	✓								23
	<u>Beaverdam Creek</u>	✓								24
	<u>Beaverdam Swamp</u>	✓								25
	<u>Polly Gully Creek</u>	✓								26
	<u>Ash Swamp</u>	✓								27

T-8197

No. 3

Remarks

Decisions

1		339781
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GEOGRAPHIC NAMES

Survey No. T-8197

3	Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
		A,	B,	C,	D	E	F	G	H	K	
	<u>Long Beach</u>	✓									1
											2
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Long Beach no 11/24/45

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:71,680 or 1:25,000. Maps published on scales of 1:71,680 or 1:25,000 are listed in the following table.

Copies of specifications and all instructions
to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T.
Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L.
Gallen, 1944.

~~Season's report on field work by Commander R. L.
Schoppe, 1944.~~

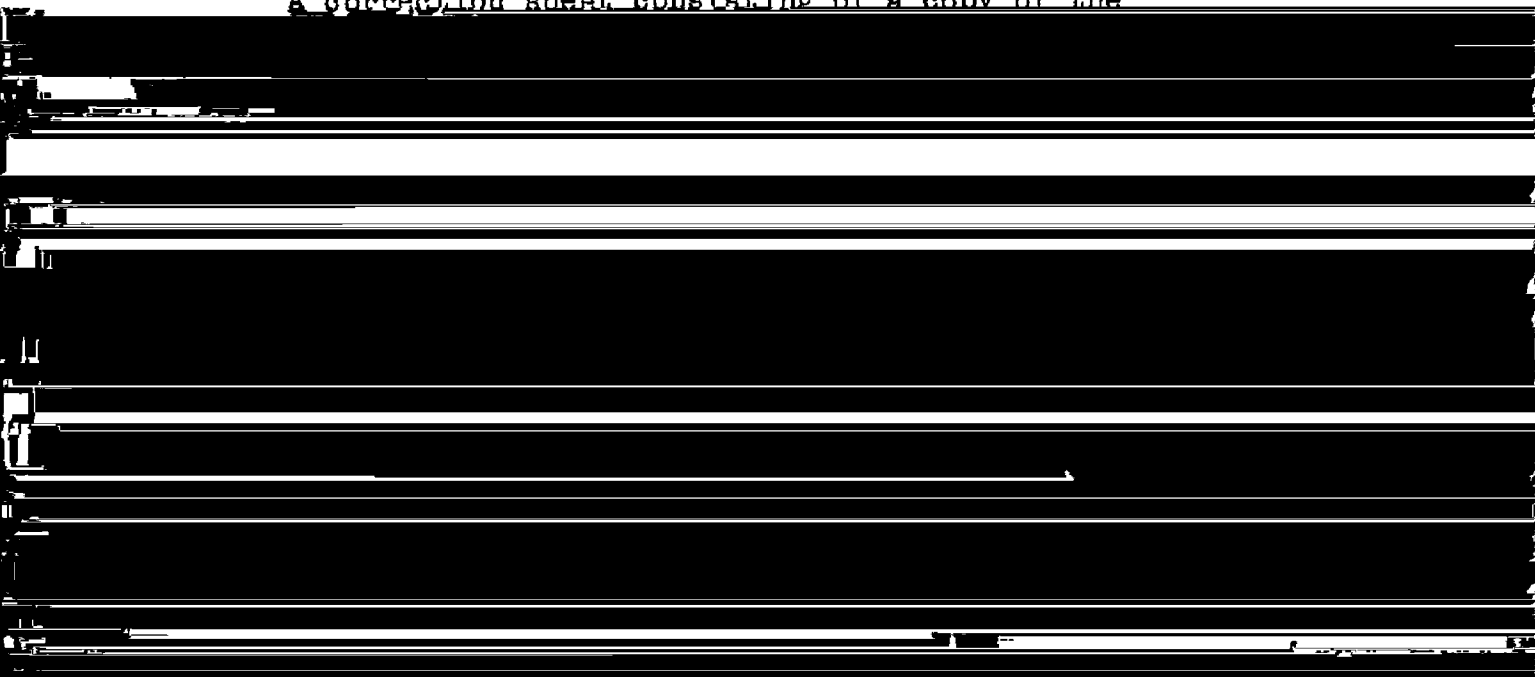
Delivered to the Army Map Service in accordance
with the contract

~~Film negatives and film positives of the color
separation drawings.~~

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the



DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T- 8197

SOUTHPORT QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

There is neither a horizontal nor a vertical accuracy test in this area.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-674	1:10,000	1852
T-708	1:10,000	1858
T-1464a	1:20,000	1878
T-1771	1:10,000	1887
T-3439	1:20,000	1914
T-4042	1:20,000	1923
T-4096	1:20,000	1924

Comparison with Nautical Charts Nos. 424, 835, 1236

The manuscript had not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

The agreement of these charts with the map manuscript was good.

(Charts 1236 and 424 have been applied to the manuscript since review.)

P.H.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed Oct. 23, 1943

By Willis W. St. John
per D.M.

under direction of D. H. Benson

D.H. Benson

Inspected by B. G. Jones

B.G. Jones 8/46

Examined and approved:

K.T. Adams

Chief, ~~Surveys-Branch~~
Division of Photogrammetry

~~Chief, Topography-Section~~

Robert W. H. H.

Chief, Div. of Charts

Raymond E. H.

Chief, Div. of Coastal
Surveys