

8744  $\frac{N}{2}$ ,  $\frac{S}{2}$

R.

Diag/ Cht. No. 1234-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. \_\_\_\_\_ Office No. T-8744

### LOCALITY

State North Carolina

General locality Carteret County

Locality Morehead - Beaufort

1946-'48

### CHIEF OF PARTY

R.J. Sipe, Chief of Party

R.A. Gilmore, Tampa Photo. Office

### LIBRARY & ARCHIVES

DATE February 24, 1950

B-1870-1 (1)

8744

## DATA RECORD

T-8744

Quadrangle (II): *Topographic*

Project No. (II): Ph-5B(45)

Field Office: Morehead City, Chief of Party: R. J. Sipe  
North Carolina Lieut. Comdr.

Compilation Office: Tampa Photo-Chief of Party: R. A. Gilmore  
grammetric Office Lieut. Comdr.

Instructions dated (II III): Undated

Copy filed in Descriptive  
Report No. T- (VI)  
Div. of Photogrammetry files  
Review Section

Completed survey received in office:  
6/1/48

Reported to Nautical Chart Section:  
6/8/48

Reviewed: 20 Jan. 1950 Applied to chart No. Date:

Redrafting Completed:

Registered: *2/14/50*

Published:

Compilation Scale: 1:20,000

Published Scale: 1:24,000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L.

Reference Station (III): Park, 1927

Lat.: 34° 43' 14."881(458.6m) Long.: 76° 43' 54."435(1385.0m) Adjusted  
Unadjusted

State Plane Coordinates (VI):

X = North Carolina  
Y =

Military Grid Zone (VI)



PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
16127	7 April, 1946	0947	1:10,000	1.3
16128	"	0948	"	1.3
16129	"	0949	"	1.3
16130	"	0950	"	1.3
16165	"	1101	"	1.9
16166	"	1101	"	1.9
16167	"	1102	"	1.9
16168	"	1102	"	1.9
16216 thru 16218	11 Apr. 1946	0930	1:20,000	0.5
16239	11 Apr, 1946	1037	"	0.2
16240-16241	"	1038	"	0.2

Tide from (III): Hampton Roads, Sub. Sta. Beaufort

Mean Range: 2.5

Spring Range: 3.0

Camera: (Kind or source) 9-Lens, 8 $\frac{1}{4}$  focal length

Field Inspection by: E.L. Williams  
M.F. Kirk  
D.G. Flipppo

date: 2 Dec. '46 to  
12 June '47

Field Edit by: E. T. Jenkins

date: ~~26 Jan 1947~~  
Dec. 1948

Date of Mean High-Water Line Location (III): 30 Dec. 1946 to  
1 April, 1947

Projection and Grids ruled by (III) H.K.(W.O.)

date: 18 Nov. 1947

" " " checked by: T.L.J. (W.O.)

date: 18 Nov. 1947

Control plotted by: I.I. Saperstein

date: 19 December 1947

Control checked by: R.A. Reece

date: 23 December 1947

Radial Plot by: E.C. Andrews

date: 8 April 1948

Detailed by: I.I. Saperstein

date: April, 1948

Reviewed in compilation office by: J.A. Giles

date: May, 1948

Map Manuscript  
Elevations on Field Edit Sheet  
checked by: J.A. Giles

date: May, 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 16.3 statute miles

Shoreline (More than 200 meters to opposite shore): 69.1 statute miles

Shoreline (Less than 200 meters to opposite shore): 32 statute miles

Number of Recoverable Topographic Stations established: 15

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 24.2 statute miles

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:

Summary Report to Accompany T-8744  
(Topographic and Shoreline)

T-8744 is one of a series of 37  $7\frac{1}{2}$  minute quadrangles in Project Ph-5(45) in North Carolina, and covers an area which includes the mouths of the Newport River, the east part of Bogue Sound, Beaufort Inlet, and the cities of Morehead City and Beaufort, N.C.

T-8744 is one of a series of eight quadrangles in the project which are composed of three separate map manuscripts; i.e. one standard  $7\frac{1}{2}$  minute topographic quadrangle, scale 1:20,000, and one each as N/2 and S/2 shoreline manuscripts at 1:10,000 scale which are  $3\frac{3}{4}$  minutes in latitude and  $7\frac{1}{2}$  minutes in longitude.

The two Descriptive Reports, one covering the topographic map and the other the shoreline map, have been combined.

The several mapping operations were as follows:

- a) Nine-lens photography and laboratory processing, 1:20,000 scale and 1:10,000 scale.
- b) The field work including shoreline inspection, identification and establishment of horizontal and supplemental vertical control, planetable contouring, clarification of photographic detail, and geographic names investigation. All field inspection notes were made on the 1:10,000 scale photographs including the contouring of Shackelford Banks and Bogue Banks. Only the contours for the balance of the quadrangles on the mainland were done on the 1:20,000 scale photographs.
- c) Compilation by graphic methods.

A reduction of the shoreline compilation which included the cities of Beaufort and Morehead City, and all of Shackelford and Bogue Banks and along-shore tidewater, was traced directly to the 1:20,000 scale topographic manuscript.

- d) Preliminary office inspection of shoreline and topographic manuscripts.
- e) Field edit and completion.
- f) Final review of the manuscripts to ensure completeness and conformance with specifications and project instructions, and to include corrections from the field edit survey.

g) Processing

A 1:20,000 scale glass plate negative of the topographic manuscript is prepared for transmittal to the Geological Survey.

T-8744 will be published and distributed by the Geological Survey at a scale of 1:24,000 as a standard topographic quadrangle in accordance with an agreement dated March 25, 1947.

Data pertaining to T-8744 will be filed and may be obtained as follows:

a) Filed in the Division of Photogrammetry

1. Three map manuscripts T-8744 scale 1:20,000, T-8744 N/2 and S/2 scale 1:10,000, field edit and final review corrections applied.
2. Field edit sheet
3. Form 524, topographic station descriptions (15)

b) Filed in the Coast and Geodetic Survey Archives

1. Combined descriptive report (topo and shoreline)
2. A cloth backed lithographic print of T-8744 at 1:20,000 scale.
3. A 1:10,000 scale cloth backed lithographic print of shoreline map T-8744 (N/2 and S/2).
4. The shoreline map manuscripts will not be published.

When T-8744 (topographic) is published, a cloth-backed copy of the published map at 1:24,000 scale will be registered.

MAP T. 2744 (N/2)

PROJECT NO. Ph-5(45)

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $y$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION		N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
Carrot	1927	N.A. 1927	34° 42'	11.120"					342.7	(1506.2)	Not recovered (1947)	
									372.8	(1154.2)	May still exist.	
Beaufort Munic. W.T. 1927	G.P.s. P.604 L.1	"	34 43	08.036					247.6	(1601.3)		
			76 39	49.913					1270.0	(256.7)		
Beaufort Channel Br. E. Tower, 1933	G.P.s. P.473 L.4	"	34 43	15.42					475.2	(1373.7)		
			76 40	12.19					310.2	(1216.4)		
Town Marsh 2, 1927	G.P.s. P.454 L.3	"	34 42	46.253					1425.3	(423.6)		
			76 40	06.038					153.6	(1373.1)		
New Macon 1886	G.P.s. P.454 L.4	"	34 41	46.727					1439.9	(409.0)		
			76 40	45.187					1150.1	(377.0)		
C(USE) 3-Pt. (fix) 1913	G.P.s. P.489 L.5	"	34 42	26.852					827.5	(1021.4)	Not recovered 1947	
			76 41	35.558					905.0	(621.9)		
Ruin, 1913	G.P.s. P.455 L.3	"	34 44	48.879					1506.2	(342.7)		
			76 42	11.847					301.3	(1225.1)		
White House East Gable, 1913	G.P.s. P.469 L.3	"	34 44	12.152					374.5	(1474.4)		
			76 42	30.644					779.6	(746.7)		
Morehead City Water tank, 1913	G.P.s. P.454 L.6	"	34 43	16.370					504.4	(1344.5)		
			76 42	32.263					820.9	(705.7)		
Park, 1927	G.P.s. P.601 L.2	"	34 43	14.881					458.6	(1390.3)		
			76 43	54.435					1385.0	(141.6)		
Bat., 1927	G.P.s. P.454 L.5	"	34 42	07.810					240.7	(1608.2)		
			76 43	14.789					376.4	(1150.6)		
Money Is., 1890	G.P.s. P.498 L.6	"	34 42	09.151					282.0	(1566.9)	No recovery (1947)	
			76 43	54.192					1379.2	(147.8)	May still exist.	

1 FT. = 3048006 METER

COMPUTED BY: W.H. Shearouse

DATE 3 April, 1947

CHECKED BY: R.R. Wagner

DATE 19 June 1947

M-2388-12

SCALE FACTOR

SCALE OF MAP 1:10,000

MAP T-8744 (N/2) Cont. PROJECT NO. Ph-5(45)

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\mu$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
Beach Hotel	B.P.s. P.506	N.A. 1927	34° 41' 52.554"					1619.4 ( 229.5)			
E. Tower, 1933	L.3		76 44 26.533					675.3 ( 851.7)			
U.S. Biological Station, W. Cupola, 1913	G.P.s. P.462	"	34 43 08.559					263.7 (1585.2)		No recovery (1947) Very close to tripple recovered/ready.	
Tel. Pole, 1908	L.4		76 40 22.013					560.1 ( 966.6)			
U.S. Biological Sta. W. Cupola, 1913	G.P.s. P.467	"	34 43 09.175					282.7 (1566.2)			
	L.3		76 40 21.778					554.1 ( 972.6)			
U.S. Biological Station, East Cupola, 1913	G.P.s. P.467	"	34 43 09.180					282.9 (1566.0)			
	L.4		76 40 20.835					530.1 ( 996.6)			
Beaufort Channel	G.P.s. P.473	"	34 43 15.96					491.8 (1357.1)			
Br. W. Tower, 1933	L.5		76 40 13.17					335.1 (1191.5)			
Beaufort Colored Ch. Spire, 1908	G.P.s. P.461	"	34 43 07.081					218.2 (1630.7)			
	L.3		76 39 47.733					1214.6 ( 312.1)			
*Dome supported by pillars, 1931	Sp. Pub. 192, P.33	"	34 43 10.58					326.0 (1522.9)			
	L.1		76 39 46.84					1191.8 ( 334.8)			
Beaufort Methodist Ch. Spire, 1908	G.P.s. P.461	"	34 43 04.124					127.1 (1721.8)			
	L.2		76 39 50.267					1279.0 ( 247.7)			
Beaufort Storm Signal, flagpole, 1908	G.P.s. P.461	"	34 42 59.471					1832.5 ( 16.4)			
	L.5		76 39 52.681					1340.5 ( 186.2)			
Beaufort High School Cupola, 1913	G.P.s. P.467	"	34 43 10.085					310.8 (1538.1)			
	L.2		76 40 00.345					8.8 (1517.9)			
*Beaufort Court House Cupola, 1913	G.P.s. P.470	"	34 43 10.590					326.3 (1522.6)			
	L.4		76 39 46.839					1191.8 ( 334.9)			
Beaufort Baptist Ch. Spire, 1933	G.P.s. Page 505	"	34 43 05.197					160.1 (1688.8)			
	L.6		76 39 52.318					1331.2 (195.5)			

M-2388-12

1 FT. = 3048006 METER \*Same position  
COMPUTED BY W.H. Shearouse

DATE 3 April, 1947

CHECKED BY R.R. Wagner

DATE 20 June, 1947

MAP T. 8744 (N/2) on 1947 PROJECT NO. Ph-5(45) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\nu$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
Fort Macon 1850	G.P.s. P.498 L.4	N.A. 1927	34° 41' 45.107	76 40 44.189				1389.9 (459.0)		FORWARD	(BACK)
Gar. 1927	G.P.s. P.471 L.1	"	34 41 45.051	76 40 52.697				1124.7 (402.4)			
Fort Macon	G.P.s. P.475 L.6	"	34 41 44.222	76 40 51.392				1388.2 (460.7)			
C.G. Cupola, 1933	G.P.s. P.474 L.3	"	34 41 44.124	76 40 52.075				1341.3 (185.8)			B.M. Flag (USE)
Fort Macon	G.P.s. P.604 L.3	"	34 43 12.953	76 41 37.102				1362.7 (486.2)			
C.G. Tower, 1943	G.P.s. P.474 L.3	"	34 43 12.837	76 41 38.513				1308.1 (219.0)			
New Port R.Hy.Br.	G.P.s. P.474 L.2	"	34 43 07.034	76 41 47.235				1359.6 (489.3)			
E. Tower, 1933	B.P.s. P.474 L.3	"	34 43 48.89	76 40 07.56				1325.4 (201.7)			
Newport R.Hy.Br.	G.P.s. P.604 L.2	"	34 43 19.195	76 42 52.135				399.1 (1449.8)			
W. Tower, 1933	G.P.s. P.499 L.4	"	34 43 20.312	76 42 50.197				944.0 (582.6)			
Morehead City Port Terminal Water Tank, 1943	G.P.s. P.502 L.6	"	34 43 10.054	76 42 55.581				395.6 (1453.3)			
Gallant Pt. Fish Factory Stack, 1913	G.P.s. P.503 L.1	"	34 43 18.546	76 43 02.589				979.9 (546.7)			
Morehead City Meth. Ch. Red Spire, 1927	G.P.s. P.503 L.1	"	34 43 02.589					216.7 (1632.2)			
Morehead City Bapt. Ch. Green Spire, 1927	G.P.s. P.503 L.1	"						1201.8 (324.9)			
Morehead City Weather Signal Tower, 1927	G.P.s. P.503 L.1	"						1506.5 (342.4)			(Not recovered 1947)
Morehead City Homers House Chimney, 1933	G.P.s. P.505 L.1	"						192.3 (1334.2)			(Have 524 and for 7511 stack nearby)
								591.5 (1257.4)			
								1326.5 (200.1)			
								625.9 (1223.0)			
								1277.2 (249.4)			
								309.8 (1539.1)			
								1414.2 (112.5)			
								571.5 (1277.4)			No recovery (1947)
								65.9 (1460.7)			May still exist

1 FT. = 3048006 METER

COMPUTED BY: W.H. Shearouse

DATE 3 April 1947

CHECKED BY: R.R. Wagner

DATE 19 June, 1947

M-2388-12

MAP T. 8744 (N/2) CONT'D PROJECT NO Ph-5(45)

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
Morehead City Windmill, 1933	G.Ps. P.506 L.1	N.A. 1927	34° 43' 09" 59.4 76 43 06.507			295.6 (1553.3) 165.6 (1361.1)	No recovery 1947 Probably destroyed.
Park Ecc., 1933	G.Ps. P.601 L.1	"	34 43 14.671 76 43 54.572			452.1 (1396.8) 1388.5 (138.1)	
Morehead City Cal- vanished Iron Stack, P468 1913	G.Ps. P.503 L.5	"	34 43 19.27 76 43 57.89			593.8 (1255.1) 1472.9 (53.7)	No recovery 1947 No image on photos
Chim, 1927	G.Ps. P.503 L.5	"	34 43 18.490 76 44 17.556			569.8 (1279.1) 446.7 (1079.9)	No recovery (1946) Probably destroyed.
Cash, 1927	G.Ps. P.490 L.1	"	34 42 14.568 76 44 13.749			448.9 (1400.0) 349.9 (1177.0)	No recovery (1947) May still exist.
Beach Hotel W. Tower, 1933	G.Ps. P.506 L.6	"	34 41 52.576 76 44 27.058			1620.1 (228.8) 688.7 (838.3)	
Rock, 1913	G.Ps. P.455 L.1	"	34 43 23.877 76 40 17.259			735.8 (1113.1) 439.1 (1087.5)	
Beaufort, U.S. Marine Biological Sta. Flagpole, 1927	G.Ps. P.502 L.1	"	34 43 08.713 76 40 19.196			268.5 (1580.4) 488.4 (1038.3)	✓
Pole, 1927	G.Ps. P.513 L.4	"	34 41 55.155 76 44 58.864			1699.5 (149.4) 1498.1 (28.9)	No recovery (1947) May still exist.
Pole Ecc., 1927	G.Ps. P.513 L.3	"	34 41 55.151 76 44 59.299			1699.4 (149.4) 1509.2 (17.8)	" Doubtful
Ford, 1927 Morehead City WWBL Radio Tower, 1948	G.Ps. P.454 L.2 Letter from Geodesy	"	34 41 09.585 76 38 42.876 34 42 51.454 76 41 11.464			295.4 (1553.5) 1091.4 (435.9) 1585.5 (263.3) 291.7 (1234.9)	No recovery (1947) Destroyed

1 FT. = 3048008 METERS

COMPUTED BY: W.H. Shearouse

DATE 3 April, 1947

CHECKED BY: R.R. Wagner

DATE 20 June 1947

M-2388-12



# FIELD INSPECTION REPORT

Quadrangle T-8744 (34-37.5/76-37.5/7.5)  
Project Ph-5(45)  
Sub-project (B)

Riley J. Sipe, Chief of Party

The field work for this quadrangle was done in accordance with The Director's Instructions, Project Ph-5(45), Field, undated; and Supplement 1 to the above, dated 11 December 1946. The field work was accomplished by the following personnel:

<u>Name &amp; Title</u>	<u>Field Work</u>	<u>Dates</u>
Donald G. Flippo Photogrammetric Aid	Contouring (Bogue Banks)	3/28/47 to 4/30/47
Elmer L. Williams Engineering Aid	Recovery, Shoreline, Contouring, Field Inspection, (Shackleford Banks)	12/2/46 to 4/15/47
M.F. Kirk Topographic Engineer	Contouring, Recovery, Shoreline, Field Inspection	12/2/46 to 6/12/47

## 1. Description of the Area.

The land area comprises approximately one quarter of the total area of this quadrangle. All of this is dispersed in the northern half of the quadrangle. The land area falls into two classifications as follows:

### (A) Bogue Banks and Shackleford Banks

Bogue Banks is bounded by the Atlantic Ocean on the south side and by Bogue Sound on the north side. The ocean shore is a firm sandy beach which gives a definite and regular mean high water line. In contrast the shoreline along Bogue Sound is very irregular and broken, due to many winding shoals covered with marsh grass, giving an apparent shoreline. The land area is interspaced with shifting sand dunes, some ranging as high as 40 feet. Bogue Banks is connected to the mainland by means of a causeway and drawbridge. The main enterprise of this area is its use as a summer colony. The town of Atlantic Beach has two hotels, several clubs, amusement centers, and many summer homes. On the eastern end of Bogue Banks is the State Park Fort Macon which enshrines a military fort of the vintage of a century ago. Located adjacent to this fort is the Fort Macon Coast Guard Station.

For a description of Shackleford Banks see the Descriptive Report for Quadrangle T-8745.

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(B) Morehead City and Beaufort

In the upper left and right hand corners of this quadrangle are located the towns of Morehead City, with an approximate population of 3700; and Beaufort, with an approximate population of 3200. Each of these towns are peninsulas, and are connected by a causeway and two draw bridges. The main occupation of the residents of Morehead City and Beaufort is fishing. The Intracoastal Waterway enters the quadrangle through the northern boundary and heads south, turning to the west around Morehead City and leaving through the western boundary. U.S. Highway # 70 passes through Morehead City and Beaufort and leaves the quadrangle through its northeast corner. The Atlantic and East Carolina Railroad roughly parallels U.S. Highway # 70 to Morehead City. From the railroad station in Morehead City to Beaufort is served by the Morehead and Beaufort Railroad. The land areas to the north of Morehead City and Beaufort are divided between truck farms, thick woods, and marsh. The two towns and the land areas to the north have a continuous 5' and 10' contour, with scattered 15' and 20' contours. To the south of the causeway between Morehead City and Beaufort there is an island that is being developed by a new radio station. On said island the contours ranged from a continuous 5' contour to isolated 20' contours.

2. Completeness of Field Inspection.

The field inspection was done on 1:10,000 scale photographs and is believed to be complete and adequate.

3. Interpretation of the Photographs.

No difficulties were encountered in the interpretation of the photographs. Characteristic tones and densities on the photographs were labeled.

4. Horizontal Control.

Horizontal Control Stations were located and identified on the photographs in accordance with the project instructions.

5. Vertical Control.

This work consisted of Bench Mark recover, running of 3rd Order Levels, and running of fly levels.

A total of six U. S. Coast and Geodetic Survey Bench Marks fall within the limits of this quadrangle. One of these Marks was not recovered. There were 14 Bench Marks established by other agencies; half of these were recovered. The Bench Marks that were not recovered are considered lost.

Three miles of 3rd Order Levels were run. A total of 24 miles of fly levels were run and 79 fly level points of elevation were established.



# 6. Contours and Drainage.

The contours for this area, in general, consist of continuous 5' and 10' contours with isolated 15' to 35' contours. A pattern of natural drainage is also evident in this area. The contouring was done by planetable methods. Where woods became too thick to permit the use of the planetable the hand level was employed to obtain the necessary elevations. The contouring was done on 1:20,000 scale photographs *on the mainland.*

# 7. Mean High Water Line.

The entire ocean shoreline was inspected from a truck and where necessary measurements to the MHWL were taken from topographic features. The shorelines along Bogue Sound, Newport River, and Taylor Creek were also inspected from a truck and by walking along the shoreline. The shorelines of Newport Marshes, Town Marsh, and Carrot Island were inspected from a skiff. Measurements taken from topographic features to the MHWL proved that few changes in the shoreline had taken place since the time of photography. Where changes have occurred, due to either nature or man, measurements were taken to bring the shoreline up to date. There was one change in the shoreline, due to nature, at Fort Macon, along the shore side of Beaufort Inlet. There were two man-made shoreline changes which are discussed in the paragraph on "Wharves and Shoreline Structures".

# 8. Low Water Line.

The low water line was inspected by the same methods as the mean low water line. Where the shoreline was inspected at mean low water, measurements were taken from topographic features to the approximate mean low water line.

# 9. Wharves and Shoreline Structures.

All wharves and shoreline structures were labeled and where new wharves and structures had been built since the time of photography, measurements were taken to bring the shoreline up to date.

# 10. Details Offshore from the High Water Line.

All details visible from the shoreline are discernible on the photographs and have been labeled.

Chart # 420 shows two cable crossings running from Fort Macon to Shackleford Point and to Beaufort. There exists today just one of these cable crossings, the one from Fort Macon to Shackleford Point. Service of the second line has been discontinued and, according to information received from the U.S. Coast Guard, the cable has been removed. *a chart section with notes on these cables has been turned over to the nautical chart branch.*

*A letter dated 11 Dec 47 -  
R.A. Horn to Comdr. Lipe further  
clarifies these cable crossings.  
It is inserted with L. 421 (48).  
R.J.F. 1/3/50*

*Chart letter 421 (1948)  
(Cable areas will be changed on  
the nautical charts affected)  
HBE*



4

11. Landmarks and Aids to Navigation.

All existing landmarks and new landmarks have been pricked and labeled on the photographs and Form 567 submitted. Those to be deleted have also been reported on Form 567. A chart section was also made and submitted.\*

*\* forwarded to nautical chart march Chart letter 421 (1948)*

All except two of the existing fixed aids to navigation were either pricked direct or located by planetable intersections and then pricked on the photographs. These two were located by sextant fixes.

*4 fixed aids not located by this survey.  
See Review report.*

12. Hydrographic Control.

In accordance with the instructions for this project the existing horizontal control was supplemented by Topographic Stations in order to have horizontal control at not more than one mile intervals. Where natural objects were not available these stations were marked by standard station disks set in concrete monuments. All lights and daybeacons that were identified were made Hydrographic Stations.

13. Landing Fields and Aeronautical Aids.

There is one landing field in this quadrangle located due north of Beaufort on Gallant Point. *BEAUFORT AIRPORT*

14. Road Classification.

All roads in this quadrangle were identified in accordance with instructions dated 4/14/47, Photogrammetry Instructions # 10.

15. Bridges.

There are six bridges over navigable waters in quadrangle T-8744. The horizontal and vertical clearance of all these bridges were measured and this data was compared with the book "List of Bridges over Navigable Waters of the U.S." Where discrepancies existed it was reported as outlined in the instructions for this project (par.46,p.9).

16. Buildings and Structures.

During the time that the field work for this quadrangle was done there was an abundance of new construction. New buildings and structures were located as the field work progressed. However the field edit party should be cautioned that there will be numerous additions to be made at that time.

*Additional houses were located field edit*

17. Boundary Monuments and Lines.

Boundary Monuments and lines were identified on the photographs. A detailed report of this phase will be submitted by Mr. A. J. Wraight, Topographic Engineer.



5

18. Geographic Names.


Geographic Names in this quadrangle are thoroughly covered in a special report on the above subject, submitted by Mr. A. J. Wright, Topographic Engineer.



M. F. Kirk  
Topographic Engineer

*E. L. Williams*  
E. L. Williams <sup>by GEL</sup>  
Engineering Aid

Approved:



Riley J. Sipe  
Chief of Party

11

COMPILATION REPORT  
TO  
ACCOMPANY TOPOGRAPHIC  
QUADRANGLE T-8744

26 and 27. CONTROL AND RADIAL PLOT:

See Report on Main Radial Plot No. 5, Project Ph-5B(45) North Carolina.  
*Filed in Div. of Photogrammetry General Files.*

See Compilation Report to Accompany Shoreline Manuscript T-8744.

28. DELINEATING:

The 1:20,000 scale topographic manuscript was traced, for the most part, from the 1:10,000 shoreline manuscript, photographically reduced to 1:20,000. *See note on page 1 (Summary report).*

Additional detail, including contours, was added to the topographic manuscript by cutting in additional detail points. Test detail points were established in scattered areas of the traced detail. These points held very well with the 1:10,000 plot. The scale of the 1:20,000 photographs was good.

Small changes were made on the 1:20,000 scale manuscript from the 1:10,000 shoreline manuscript and these should be incorporated on the 1:10,000 manuscript. (Supplemental report will be written after field edit giving changes).

The field inspection was adequate for delineation.

All buildings outside the urban limits and along the water front of Morehead City were shown on the map manuscript, as were public buildings inside the town.

All buildings were shown in Beaufort, there being no urban limits submitted by the Washington Office. *Urban limits determined during review.*  
R.J.F.

Roads were classified according to Photogrammetry Instructions Nos. 10 and 17.

Further classification of short roads on Bogue Banks should be made by the field editor. These roads are noted on the discrepancy overlay. *OK*

12c

-2-

"BM USAE #5 Tower, 1935" was omitted from the map manuscript as it falls in the immediate vicinity of "Flag (USE)BM."

Form 685, "Report on Condition of Bench Mark" was submitted for the following stations, but they were not pricked on the field photographs:

1. Bench Mark 3 (1908) (Beaufort)
2. B.M. 4.6 (USE) (Morehead City)
3. B.M. 7.6 (USE) (Morehead City)
4. Tidal 8 (Beaufort)

The above stations should be pricked by the field editor. *OK*

Notations were made on the discrepancy overlay for the field editor to check ditches. The field inspector has drawn contours through ditches, casting doubt on the permanence and depth of these features.

29. SUPPLEMENTAL DATA:

See Compilation Report to Accompany Shoreline Manuscript T-8744 N/2  
*attached at back of this report.*

30. MEAN HIGH-WATER LINE:

See Compilation Report to Accompany Shoreline Manuscript T-8744 N/2  
*attached at back of this report.*

31. LOW WATER AND SHOAL LINES:

The low-water line was shown on the map manuscript whenever it appeared on the field prints.

*Shallow*  
Shoal lines were omitted from the manuscript; these can be found on the 1:10,000 scale shoreline manuscript.

32. DETAIL OFFSHORE FROM THE HIGH-WATER LINE:

See Compilation Report to Accompany Shoreline Manuscript T-8744 N/2 & S/2

A third wreck appearing on chart 420 has the following approximate position:

Lat. 34° 41' 18"  
Long. 76° 43' 45"

This wreck was not recovered by the field inspector.

-2-

33. WHARVES AND SHORELINE STRUCTURES:

See Compilation Report to Accompany Shoreline Manuscript T-8744.N/2 -

*attached at back of this report.*

34. LANDMARKS AND AIDS TO NAVIGATION:

See Compilation Report to Accompany Shoreline Manuscript T-8744.N/2

35. HYDROGRAPHIC CONTROL:

Photo-hydro stations were omitted from this manuscript, but may be found on the 1:10,000 shoreline manuscript. (See item 12, Field Inspection Report).

36. LANDING FIELDS AND AERONAUTICAL AIDS:

See Compilation Report to Accompany Shoreline Manuscript, T-8744.N/2

37. BOUNDARY MONUMENTS AND LINES:

See Compilation Report to Accompany Shoreline Manuscript T-8744.N/2

38. GEOGRAPHIC NAMES:

Geographic names as submitted by the Washington Office on a copy of nautical chart No. 420 were applied to the map manuscript. Street names may be found on plans of the town submitted on the 1:10,000 shoreline manuscript. *Geographic Names ok'd by A.J. Wraight*

*20 Jan 1950*

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

There are no topographic quadrangles available in this office for comparison.

45. COMPARISON WITH NAUTICAL CHARTS:

A comparison with U.S.C. & G.S. chart 420 bearing a print date of 13 January 1947 shows the following changes:

- a. Fill at Gable Creek northeast of Gallant Point, due north of Beaufort.
- b. Construction of Beaufort Airport on Gallant Point.



-4-

- c. Shoreline changes at Shackleford Point, on Shackleford Banks.
- d. Change from actual to apparent shoreline at the most southwestern inlet in Crab Point Bay, Lat.  $34^{\circ} 43.9'$ , Long.  $76^{\circ} 43.15'$  (see item 30) - subject to field edit.
- e. Change from actual to apparent shoreline in the western part of Callico Creek. Lat.  $34^{\circ} 43.8'$ , Long  $76^{\circ} 44.2'$  - subject to field edit.
- f. Addition of spoil banks between Fort Macon and Shackleford Banks.

All other shoreline and topographic features are in good agreement and should supersede the present charted information (after field edit).

Respectfully submitted,

*Irving I Saperstein*

I.I. Saperstein,  
Photogrammetric Aid

Approved and Forwarded:

*Ross A. Gilmore*

Ross A. Gilmore  
Lieut. Comdr. USC&GS  
Chief of Party.

8744

Diag. Cht. No. 1234-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Shoreline  
Field No. \_\_\_\_\_ Office No. T-8744 N/2 & S/2

LOCALITY

State North Carolina  
General locality Carteret County  
Locality Beaufort

1946-'49

CHIEF OF PARTY

R.J.Sipe, Chief of Party  
G.E.Morris, Tampa Photo. Office

LIBRARY & ARCHIVES

DATE \_\_\_\_\_

B-1870-1 (1)

8744

## DATA RECORD

T- 8744

Quadrangle (II): Shoreline Manuscript

Project No. (II): Ph-5(45)B

Field Office: Morehead City, N.C. Chief of Party: R.J. Sipe  
Lieut. Comdr.

Compilation Office: Tampa, Photo- Chief of Party: George E. Morris, Jr.  
grammetric Office. Lieut. Comdr.

Instructions dated (II III): Undated

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

*Division of Photogrammetry  
Review Section*

Completed survey received in office:

*1 June 1948*

Reported to Nautical Chart Section:

*8 June 1948*Reviewed: *23 Jan 1950* Applied to chart No.

Date:

Redrafting Completed:

Registered:

Published:

Compilation Scale: 1:10,000

Published Scale: \_\_\_\_\_

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): *H.W.*  
~~M.S.L.~~

Reference Station (III): *Park, 1927*  
~~Ford, 1927~~

Lat.: *Park, 1927*  $34^{\circ} 43' 14.881$  (458.6m) Long.: *Park*  $76^{\circ} 43' 54.435$  (1385.0m) Adjusted  
*Ford, 1927*  $34^{\circ} 41' 09.585$  (295.4m)  $76^{\circ} 38' 42.876$  (1091.4m) ~~Unadjusted~~

State Plane Coordinates (VI):

*North Carolina*

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
16127	7April, 1947	0947	1:10,000	1.3
16128	"	0948	"	1.3
16129	"	0949	"	1.3
16130	"	0950	"	1.9
16165	"	1101	"	1.9
16166	"	1101	"	1.9
16167	"	1102	"	1.9
16168	"	1102	"	1.9

Tide from (III): Hampton Roads, Sub. Sta. Beaufort.

Mean Range: 2.5'

Spring Range: 3.0'

Camera: (Kind or source) 9 Lens, 8 $\frac{1}{4}$ " focal length

Field Inspection by: E.L. Williams

date: 2 Dec. '46 to  
12 June '47

M/F. Kirk

D.G. Flippo

Field Edit by:

E.T. Jenkins

date: 26 Jan 1947  
(Topo)

Date of Mean High-Water Line Location (III): 30 December 1946 to  
1 April 1947

Projection and Grids ruled by (III) T.L.J. Wash. Office date: 21 Aug. 1947

" " " checked by: " " " date: 21 Aug. 1947

Control plotted by: I.I. Saperstein date: 26 Aug. 1947

Control checked by: R.R. Wagner date: 27 Aug. 1947

Radial Plot by: M.M. Slavney date: 8 Oct. 1947

Detailed by: I.I. Saperstein date: Nov.-Dec. 1947

Reviewed in compilation office by: J.A. Giles date: Jan- 1948

Elevations on ~~Field Manuscript~~  
~~Field Manuscript~~

checked by: J.A. Giles

date: Jan- 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 16.3 statute miles

Shoreline (More than 200 meters to opposite shore): 69.1 statute miles

Shoreline (Less than 200 meters to opposite shore): 31.5 statute miles

Number of Recoverable Topographic Stations established: 15

Number of Temporary Hydrographic Stations located by radial plot: 22

Leveling (to control contours) - miles: See Topographic Quadrangle Report

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:

COMPILATION REPORT  
TO ACCOMPANY  
SHORELINE MANUSCRIPT T-8744

26. CONTROL:

A special report was submitted to the Washington Office by M.M. Slavney, Photogrammetric Engineer on 17 November 1947. *Filed in Div. Photogrammetry General Files.*

The following triangulation stations were removed from the shoreline manuscript, although no recovery cards (form 526) were submitted by the field party. They were in all cases fixed aids to navigation, and do not appear in the 1947 Intra Coastal Waterway Light List, nor do they appear on the U.S. C. & G.S. nautical chart 420:

1. Range Tower White, 1913
2. Range Tower Red, 1913
3. White Range Bn., 1933
4. Light 4, 1915
5. Shackleford Point Front Range Bn., 1913

The following triangulation stations appear on the shoreline manuscript, although no recovery cards (form 526) were submitted by the field party:

1. Beach Hotel West Tower, 1933 (Pricking card submitted)
2. ~~Pole Ecc., 1927~~
3. ~~Morehead City Galvanized Iron Stack, 1913~~
4. Morehead City Homers House Chimney, 1933
5. ~~Morehead City Windmill, 1933~~
6. ~~Shepards point, 1854~~
7. ~~Oak, 1913~~
8. Newport River Highway Bridge East Tower, 1933 (Pricking card submitted)
9. ~~U.S. Biological Station Wireless Telephone Pole Base, 1908.~~
10. White House East Gable, 1913
11. ~~Lynch, 1850~~
12. ~~Gallant, 1913~~
13. ~~Gallant Pt. Fish Factory Stack, 1913~~
14. Beaufort High School Cupola, 1913
15. ~~Lump, 1913~~
16. ~~C (U.S.E.) (3 Pt. Fix), 1913~~
17. ~~Ford, 1925~~
18. Shack, 1908
19. Fort Macon C.G. Tower, 1943 (although pricked on photograph and form 524 submitted.

Form 524 was submitted by the field party for topographic station "Summer Farm, 1947"; however, the east gable of this house (as far as the compiler could discern) is triangulation station "White House, East Gable, 1913", for which no recovery card was submitted. Therefore the topographic station symbol was left off the

manuscript until further investigation can be made to ascertain if the triangulation station exists. A request for this investigation will be made when the 1:20,000 scale topographic manuscript is submitted. *Still A. R.F.*

Form 526 was submitted for "Chim, 1927", which stated that description is inadequate for recovery. However, the station was plotted and retained on manuscript, until further investigation at the time of topographic quadrangle field edit.

The triangulation station "Beaufort Court House Cupola, 1913" and "Dome, Supported by Pillars, 1931", have identical G.Ps. with the exception of .3m in latitude. Recovery card submitted for "Beaufort Court House Cupola, 1913" states station is in good condition, with original description adequate. Recovery card submitted for "Dome, Supported by Pillars, 1931", states description inadequate for recovery. However, the later date of the latter station indicates the destruction of the cupola and its replacement by the dome. Further investigation should be made at time of topographic quadrangle field edit. *Same station.*

#### 27. RADIAL PLOT:

A special report was submitted to the Washington Office by M.M. Slavney, Photogrammetric Engineer on 17 November, 1947.

#### 28. DELINEATING:

The scales of the photographs range from good to fair, Besides the pass points it was necessary to establish many detail points to accurately delineate the map manuscript.

The field inspection was adequate for delineation.

All buildings outside the urban limits, and along the waterfront of Morehead City were shown on the map manuscript, as were public buildings inside the town.

All buildings outside the city limits and along the water front of Beaufort were shown on the map manuscript, as were public buildings inside the town. The urban limits of Beaufort were not submitted by the Washington Office.

*Urban limits put on during review. See drafting overlay.  
R.F.*

The field inspector has identified a few roads in and around Atlantic Beach and Money Island Beach as belonging in class No. 4. Actually, these are short dead end roads and are shown on the map manuscript as class 6 roads.

All topographic stations were cut-in radially.

Contours were shown on the manuscript wherever they appeared on the 1:10,000 scale field prints, along with Bench mark elevations.

29. SUPPLEMENTAL DATA:

The following supplemental data was submitted by the field party:

- a. Plan of Beaufort, N.C., 1816 .
- b. Official map of the town of Morehead City, N.C., 1939.
- c. Map of Fort Macon State Park, 1934
- d. Map of Atlantic Beach, 1934
- e. U.S. C. & G.S. chart 420 showing Geographic Names.
- f. Ozalid showing cable crossings.
- g. Section of U.S.C. & G.S. chart 420 showing cable crossings.
- h. Letter dated 11 December, 1947, subject "Cable Crossing, Quad. T-8744".

L. 421 (1948)

30. MEAN HIGH WATER LINE:

The mean high-water line was delineated on the map manuscript according to the field inspector's notes, although in some instances the compiler does not agree with the field inspection, due to lack of consistency.

Form 524 submitted for topographic station "Marsh House, 1947", gives the distance to mean high-water line as 22.8m. This apparently refers to the actual hard and fast land and not to the apparent shoreline which is about 200m north of station. This apparent shoreline was shown by the field inspector on field photograph 16165. (See item 45d). Form 524 submitted for topographic station "Gable Beard 1946" gives the distance to mean high-water line as 50m. However, the mean high-water line shown on field photograph 16129 to be approximately 64m. from station. The mean high-water line was delineated on the map manuscript according to form 524 as this is probably a chained distance.

4



31. LOW WATER AND SHOAL LINES:

The low water line was shown on the map manuscript whenever it appeared on the field prints. All shoals were delineated if they could be seen on the photographs.

32. DETAIL OFFSHORE FROM THE HIGH WATER LINE:

All offshore detail, such as pilings have been cut in radially and labelled.

The shore ends of the submerged cable crossings from Fort Macon to Shackelford Banks have been shown on the manuscript and labelled.

All other submerged and overhead cable crossings have been delineated along their actual course. (See item 10, field inspection report).

No mention of two offshore wrecks were made by the field party and these should be the subject of investigation by the hydrographic party. The following approximate positions of the wrecks are taken from U.S.C. & G.S. chart 420 bearing a print date of 13 January, 1947:

- a. Latitude 34° 43' 07" Longitude 76° 41' 30"
- b.   "       34 41 10       "       76 43 18

33. WHARVES AND SHORELINE STRUCTURES:

All wharves and shoreline structures were delineated on the map manuscript according to the field inspectors notes.

34. LANDMARKS AND AIDS TO NAVIGATION:

All landmarks were cut in radially and labeled according to the Hydrographic Manual. Heights of landmarks above mean high-water were not given by the field inspector. Space was left on the manuscript for this purpose. *Filled in by field editor.* RIF

All fixed aids to navigation that could be identified on the photographs were cut in radially. The other aids were either located by planetable cuts in the field, and the set-ups identified in the office with the cuts plotted radially, or were located by sextant. fixes.

The following aids have only two planetable cuts:

- a. Morehead City East Channel Day Beacon 2
- b. Morehead City East Channel Day Beacon 3
- c. Morehead City Channel Light.

A third cut, or other means of verification, will be requested of the field editor. *Verified positions during field edit. Mo. is OK. RIF.*

35. HYDROGRAPHIC CONTROL:

Photo-hydro stations were established by radial intersections and labelled according to instructions. (See item 12, Field Inspection Report)

36. LANDING FIELDS AND AERONAUTICAL AIDS:

One airport, north of Beaufort, on Gallant Point was delineated on the map manuscript.

There are no aeronautical aids within the limits of this shoreline manuscript.

37. BOUNDARY MONUMENTS AND LINES:

The entire area of this shoreline manuscript falls within Carteret County, N.C.

On field photograph No. 16129 the field inspector shows the western boundary of Fort Macon State Park as going through Fishing Creek and extending to Bogue Sound. On the "Map of Fort Macon State Park", submitted as supplemental data, the northern boundary is shown going through the center of Fishing Creek, and was thus shown on the map manuscript. *OK on Mo.*

The Coast Guard Reservation boundary at Fort Macon was taken from the "Map of Fort Macon State Park".

The city limits of Beaufort were established by the use of recovered monuments whose positions were established on the map manuscript by the radial line intersection method. Using these monuments as control, directions and distances were taken from a "Plan of Beaufort" (submitted by the field party) and applied to the map manuscript to establish the limit lines.

It is to be noted that a discrepancy of sixty-nine feet exists between the plan and the map manuscript along the east-west line immediately north of the railroad. This discrepancy should be investigated at the time of the topographic quadrangle field edit.

The city limits of Morehead City were taken from plans submitted by the field party. *OK '61*

The boundaries of Atlantic Beach were shown on the map manuscript according to the field notes on photograph 16130.

All recovered boundary monuments were delineated on the map manuscript by symbol.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

There are no topographic quadrangles available in this office for comparison.

45. COMPARISON WITH NAUTICAL CHARTS:

A comparison with U.S.C. & G.S. chart 420 bearing a print date of 13 January, 1947 shows the following changes:

- a. Fill at Gable Creek northeast of Gallant Point, due north of Beaufort.
- b. Construction of Beaufort Airport on Gallant Point
- c. Shoreline changes at Shackleford Point, on Shackleford Banks.
- d. Change from actual to apparent shoreline at the most southwestern inlet in Crab Point Bay, Latitude  $34^{\circ} 41.9'$  Longitude  $76^{\circ} 43.15'$  (see item 30).
- e. Addition of spoil banks between Fort Macon and Shackleford Point.

All other shoreline and topographic features are in good agreement. This map manuscript should supersede the present charted information.

Approved and Forwarded:

*George E. Morris, Jr.*  
George E. Morris, Jr.  
Chief of Party.

Respectfully submitted,  
*Irving I. Saperstein*  
Irving I. Saperstein,  
Photogrammetric Aid.



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

"This copy for Coast Pilot"

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
TO BE DELETED

STRIKE OUT ONE

Morehead City, N.C.

26 March

1947

I recommend that the following objects which have ~~these 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 Irving L. Saperstein  
Tampa Photogrammetric Office

R.J. Sipe

Chief of Party.

STATE	North Carolina	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
					LATITUDE		LONGITUDE		DATUM							
					°	'	D. M. METERS	°		'						
		MOREHEAD CITY TERMINAL LIGHT			34 42	56.92 1754	76 41	43.08 1094	1927	NA	Rad. Plot 7-8744	1947	X		420, 1234 833, 1233	
		SHANK SHOAL LIGHT # 3			34 42	30.15 929	76 40	48.60 1237	"	"	"	"	X		420, 1234 833, 1233	
		REIDS CREEK LIGHT			34 42	53.07 1543	76 40	43.77 1114	"	"	"	"	X		420, 1234 833, 1233	
		CALLANT CHANNEL LIGHT #10			34 43	38.91 1199	76 40	11.71 298	"	"	"	"	X		420, 1234 833, 1233	
		CALLANT CHANNEL LIGHT #6			34 44	6.65 205	76 40	39.07 994	"	"	"	"	X		420, 1234 833, 1233	
		NEWPORT MARSHES LIGHT #34			34 44	21.65 667	76 40	54.44 1385	"	"	"	"	X		420, 1234 833, 1233	
		NEWPORT MARSHES LIGHT #36			34 43	42.19 1300	76 41	43.47 1106	"	"	"	"	X		420, 1234 833, 1233	
		TAYLORS CREEK WEST LIGHT			34 42	48.11 1501	76 39	42.45 1093	"	"	"	"	X		420, 1234 833, 1233	
		TAYLORS CREEK DAYBEACON #2			34 42	44.25 1379	76 39	39.47 762	"	"	"	"	X		420, 1234 833, 1233	
		CALICO CREEK DAYBEACON #6			34 43	17.65 544	76 42	10.34 263	"	"	"	"	X		420 833, 1234	
		CALICO CREEK DAYBEACON #7			34 43	16.13 497	76 42	13.91 354	"	"	"	"	X		420 833, 1234	
		MOREHEAD CITY CHANNEL LIGHT			34 42	18.01 1799	76 42	29.11 374	"	"	Relocated Dec 48	"	X		420 833, 1234	
		MOREHEAD CITY EAST CHANNEL DAYBEACON #3			34 43	1.18 61	76 42	15.13 385	"	"	"	"	X		420 833, 1234	
		MOREHEAD CITY EAST CHANNEL DAYBEACON #2			34 43	20.11 205	76 42	21.85 590	"	"	Relocated Dec 48	"	X		420 833, 1234	

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.







# NONFLOATING AIDS OR FUNDAMENTS FOR CHARTS

**STRIKE OUT ONE**

TO BE DELETED

Morehead City, N. C. 26 March 1947

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

The positions given have been checked after listing by

M. F. Kirk, Topo. Engr.

R. J. Sive

Chief of Party.

[illegible]

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



**STRIKE OUT ONE**

## NOTHING BUT LANDMARKS FOR CHARTS

Morehead City, N. C. 26 March 1947

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

The positions given have been checked after listing by

W. Kirk Top. East.

R. J. Simpson

[illegible]

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



~~TO BE CHARTED~~  
~~TO BE DELETED~~

**STRIKE OUT ONE**

# NON-LOCATING AIDS FOR CHARTS

Morehead City, N.C.

26 March

1947

I recommend that the following objects which have ~~(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

M. F. Kirk, Topo. Engr.

R.J. Sipe

*Chief of Party.*

[illegible]

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.



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## TO BE CHARTED

STRIKE OUT ONE

## MONITORING AND LANDMARKS FOR CHARTS

Morehead City, N. C. 26 March, 1947

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

The positions given have been checked after listing by

M. F. Kirk, Topo. Engr.

R. J. Sipe, Chief of Party

STATE North Carolina			POSITION										CHARTS AFFECTED		
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART			
			° ' "	D. M. METERS	° ' "	D. P. METERS									
CUPOLA	Fort Macon C. G. Sta., (25' high) (Charted as C. G. 191 CUP)	FORT MACON COAST GUARD CUPOLA, 1933	34 41	1,362.7	76 40	1,308.1	NA 1927	Tri. T-8744	1933	X			420, 833, 1233, 1234		
CUPOLAS (TWIN)	Ocean View Hotel (30' high) Note: Recommend name change.	BEACH HOTEL, E. TOWER, & 1933	34 41	1,619.4	76.44	675.3	NA 1927	Tri. T-8744	1933	X			420, 833, 1234		
		BEACH HOTEL, W. TOWER, 1933.	34 41	1,620.1	76.44	688.7	NA 1927	Tri. T-8744	1933	X			420, 833, 1234		
TANK	(Elev.) Steel, (100' high)	MOREHEAD CITY, PORT TERMINAL WATER TANK, 1943	34 43	216.7	76 41	1,201.8	NA 1927	Tri. T-8744	1943	X			420, 833 1233, 1234		
STANDPIPE	Steel, (120' high)	MOREHEAD CITY WATER TANK, 1913	34 43	504.4	76 42	820.9	NA 1927	Tri. T-8744	1913	X			420, 833, 1234		
TANK	(Elev.) Steel, (90' high) (Charted as ELEVATED TANK)	BEAUFORT TANK, 1927	34 43	247.6	76 39	1,270.0	NA 1927	Tri. T-8744	1927	X			420, 833, 1233, 1234		
Chart letter 421 (1948)															

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



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

"This copy for Coast Pilot"

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
TO BE DELETED

STRIKE OUT ONE

Morehead City, N.C.

19 47

I recommend that the following objects which have ~~(None)~~ 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 Irving I. Superstein  
Tampa Photogrammetric Office

R.J. Sipe

Chief of Party.

STATE			North Carolina			CHARTING NAME			DESCRIPTION			SIGNAL NAME			POSITION						METHOD OF LOCATION AND SURVEY NO.			DATE OF LOCATION			HARBOR CHART			INSHORE CHART			OFFSHORE CHART			CHARTS AFFECTED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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CUPOLA			(COURT HOUSE) Carteret County (50' high) (Charted as Court No. Cupola)												34 43			326.3			76 39			1,191.8			NA			1927			T-1.			1913			X						420, 833, 1233, 1234																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
STACK			(TALLEST OF THREE) Steel, (60' high) N. Fish Factory on Gallant Point (Charted as TALL STACK)												34 43			1515			76 40			198			"			Red. Plot T-8744			1947			X						420, 833, 1233, 1234																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
STACK			(TALLEST OF THREE) Steel, (60' high) S. Fish Factory on Gallant Point (Charted as TALL STACK)												34 43			1348 1078			76 40			97			"			"			1947			X						420, 833, 1233, 1234																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
STACK			(TALLEST OF THREE) Steel, (60' high) Fish Factory on Island N. of Gallant Point. (Charted as TALL STACK)												34 43			1608			76 41			358			"			"			1947			X						420, 833, 1233, 1234																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
LOOKOUT TOWER			Fort Marion Coast Guard Station (55' high)												34 41			1359.6			76 40			1325.4			"			T-1 T-8744			1943			X						420, 833, 1233, 1234																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
CUPOLA			Ocean King Hotel (45' high)												34 41			1606			76 44			486			"			Red. Plot T-8744			1947			X						420, 833, 1234																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

Chart letter 421 (1948)

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# NONFLOATING AIDS ORLANDMARKSFOR CHARTS

~~TO BE CHARTERED~~  
TO BE DELETED

**STRIKE OUT ONE**

Tampa Photogrammetric Office December

1948

I recommend that the following objects which have ~~(have been)~~ been inspected from seaward to determine their value as landmarks be ~~examined~~ *examined* ~~(deleted from)~~ the charts indicated. *William A. Rouse.*

William A. Rouse.

Wm. A. Rasure, Tampa Photogrammetric Office

The positions given have been checked after listing by

Ross A. Gilmore

*Chief of Party.*

STATE		NORTH CAROLINA		POSITION					METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM							
			°	'	D. M. METERS	°		'	D. P. METERS					
	MOREHEAD CITY EAST CHANNEL DAYBEACON #2		34	43	205	76	42	550	N.A. 1927	Rad Plot T-8744	1947	X		420, 1234 833
	MOREHEAD CITY CHANNEL LIGHT		34	42	1799	76	42	374	" "	"	1947	X		420, 1234 833

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



## NONFLOATING AIDS ORLANDMARKS FOR CHARTS

**TO BE CHARTED  
~~TO BE DELETED~~**

## STRIKE OUT ONE

Tampa Photogrammetric Office December 1948

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 Wm A. Rasure  
Tanpa Photogrammetric Office

Koss A. Gilmore

*Chief of Party.*

[illegible]

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



# GEOGRAPHIC NAMES

Survey No.

T-8744

GEOGRAPHIC NAMES											
Survey No.											
T-8744											
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	
Beaufort Twp.	°									1	
Morehead Twp.	°									2	
Straits Twp.	°									3	
U.S. Marine Biol. Sta.										4	
Front Street	°	°								5	
Ann Street (N.C. 10 & U.S. 70)	°	°								6	
Broad Street	°	0								7	
Cedar Street	°	0								8	
Pine Street	°	0								9	
Mulberry Street	°	0								10	
Hedrick Street	°	0								11	
Live Oak Street	°	0								12	
Gordon Street	°	0								13	
Marsh Street	°	0								14	
Pollock Street	°	0								15	
Queen Street	°	0								16	
Craven Street	°	0								17	
Turner Street	°	0								18	
Orange Street	°	0								19	
Moore Street	°	0								20	
Patterson Street	°	0								21	
Shackleford Street	°	0								22	
Shepard Street	°	0								23	
Evans Street	°	0								24	
Arendell Street	°	0								25	
Bridges Street (U.S. 70)	°	0	°							26	
Fisher Street	°	0								27	
Bay Street	°	0									
Avery Street	°	0									

M 234



# GEOGRAPHIC NAMES

Survey No.

T-8744

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	
Newby Cr.	✓								1
Gibbs Cr.	✓								2
Turner Cr.	✓								3
Cheney Bay	✓								4
Fort Macon	✓								5
Fort Macon Cr.	✓								6
Fort Macon State Park	✓								7
Morehead City Channel	✓								8
Tombstone Pt.	✓								9
Elijah Cr.	✓								10
Elijah Lump	✓								11
Goat I.	✓								12
Drum Cr.	✓								13
Fishing Cr.	✓								14
Tar Landing Bay	✓								15
Tar Landing	○								16
Bogue Banks	✓								17
Fort Macon Rd.	✓								18
McClamrock Slough	✓								19
Allen Slough	✓								20
Money I.	✓								21
Money I. Bay	✓								22
Money I. Beach	✓								23
Money I. Slough	✓								24
Atlantic Beach	✓								25
Cedar Hammock	✓								26
Cedar Hammock Cr.	✓								27
Shank Shoal It.	✓								

# GEOGRAPHIC NAMES

Survey No.

T-8744

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	
Bogue Sound*	✓								1
Bogue Sound Channel	✓								2
Atlantic Beach Swing Bridge	✓								3
Morehead City	✓								4
Harbor Chan.	✓								5
Sugar Loaf I.	✓								6
Piggotts Bridge	✓								7
Calico Cr.	✓								8
Newport R.	✓								9
Mansfield Rd.	✓								10
Crab Pt. Rd.	✓								11
Crab. Pt. Neck	✓								12
Crab Pt. Bay	✓								13
Crab Pt.	✓								14
Crab Pt. Thorofare	✓								15
Willis Cr.	✓								16
Willis Pt.	✓								17
Morehead City Yacht Basin	✓								18
Calico Cr. Marsh	✓								19
Newport Marshes*	✓								20
Gallant Channel	✓								21
Phillips I.	✓								22
Inlet I.	✓								23
Newport R. Bridge	✓								24
The Causeway	✓								25
Morehead City Port Terminal	✓								26
Bulkhead Shoal	✓								27
Bulkhead Channel	✓								
Reids Creek Lt.	✓								

\* - Decis BGN

• - Name approved

12-23-49

A.J.W.



# GEOGRAPHIC NAMES

Survey No.

T-8744

Name on Survey

	A	B	C	D	E	F	G	H	K	
1st Street										1
2nd "										2
3rd "										3
4th "										4
5th "										5
6th "										6
7th "										7
8th "										8
9th "										9
10th "										10
11th "										11
12th "										12
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26th "										26
27th "										27
28th "										28
29th "										29
30th "										30
31th "										31
32nd "										32
33rd "										33
34th "										34
Beaufort & Morehead RR	o	✓								35
Intracoastal Waterway	c	✓								36
Atlantic Blvd.-W & E	o									37
Terminal Blvd - W & E	o									38
Bogue Blvd - W & E	o									39
Fort Macon Blvd - W & E	o									40
East Drive	c									41
Control Drive	o									42
West Drive	o									43
Morehead Ave.	c									44
Atlantic Blvd.	o									45
										46
										47
										48
										49
										50

\* = Decis BGN  
= Approved Name  
1-6-49  
A. J. W.

7 March 1949

To:       Officer in Charge  
          Tampa Photogrammetric Office  
          U. S. Coast and Geodetic Survey  
          P. O. Box 1689  
          Tampa, Florida

Subject:   Location of Radio Tower

          The adjusted geographic position of MOREHEAD CITY,  
WMBL RADIO TOWER is 34° 42' 51.454"  
                              76° 41' 11.464"

This position was determined by the party of Commander  
Riley J. Sipe and the above position is being sent at his  
request.

s/ J. H. Hawley  
Acting Director

cc:   Division of Photogrammetry  
      Aeronautical Chart Branch  
      Nautical Chart Branch

*File in Descriptive  
Report T-8744  
          PH-5 (11) B*

SUPPLEMENTARY COMPILATION  
REPORT AFTER FIELD EDIT TO  
ACCOMPANY QUADRANGLE T-8744

1. BENCH MARKS:

Two U.S.E. bench marks, BM 4.6 and BM 7.6 have been recovered by the field editor. However, no recovery cards or elevations were submitted to the Tampa Photogrammetric Office. *OK*

2. CONTOURS:

Contours in approximate position  $34^{\circ} 43.1'$ ,  $76^{\circ} 42.1'$  were changed by the compilation office to conform to the new construction of buildings and spur tracks. *Contours have been changed to accommodate construction of Fort Meade Blvd. West W of Atlantic Beach (during review)*  
*RJF*

3. CONTROL:

A new station, "WMBL RADIO TOWER, 1948" has been established by triangulation methods. Reference is herewith made to Item 4 of the field edit report. The position of this station will be computed by the Washington Office and it is suggested that it then be plotted on the map manuscript. *Plotted during review.*  
*RJF*

4. ROADS:

All roads in the town of Atlantic Beach are to be shown as road six, except through roads, in accordance with Photogrammetry Instructions No. 17, Paragraph 60. This is in disagreement with the field edit.

5. BUILDINGS:

All buildings have been delineated in accordance with Photogrammetry Instructions No. 29.

6. NONFLOATING AIDS TO NAVIGATION:

Two nonfloating aids were relocated by the field editor. Their present positions are as follows:

MOREHEAD CITY EAST CHANNEL DAY BEACON 2			
Lat.	$34^{\circ}$	$43'$	207m.
Long.	76	42	555m.
MOREHEAD CITY CHANNEL LIGHT			
Lat.	$34^{\circ}$	$42'$	1801m.
Long.	76	42	299m.

*See 567  
attached.*

As the original Form 567 is in the Washington Office it is necessary that the positions be corrected there.

Tampa Photogrammetric Office

*RDJ 1/21*

FIELD EDIT REPORT  
Quadrangle T-8744  
Project Ph-5(45)B  
(34-37.5/ 76-37.5/7.5)

Riley J. Sipe, Chief of Party

The field edit of this quadrangle was completed during December, 1948 by Elgan T. Jenkins, Engineering Aid. Field edit was performed in accordance with Field Edit Instructions dated 24 August 1945 and Supplement Number 1 dated 4 February 1946.

46. METHODS

This quadrangle was inspected by truck, traversing all existing roads. Other areas that were inaccessible by truck and which has been questioned by the Compilation Office, Reviewer, or where the Field Editor suspected a weakness, were inspected by walking.

All features added to the map compilation were cut in by plane-table or from measurements from topographic features.

Reference to the letter from Chief, Division of Photogrammetry (Field Edit of the Barrier Beaches) dated 18 May 1948 to Lieut. Comdr. Riley J. Sipe.

47. ADEQUACY OF THE COMPILATION

The map compilation was adequate and complete except for a few changes made since the field inspection.

Attention is called to the area along the Atlantic Beach. Considerable construction has been in progress since the field inspection. Many new buildings and roads have been built. Sand has been pumped in along the south portion of the highway across Bogue Sound, which has changed the shoreline considerably.

At approximate Latitude  $34^{\circ}44'30''$  and Longitude  $76^{\circ}43'50''$ , the field editor has changed the shoreline considerably. This change does not agree with the Nautical Chart nor with the original field inspection. This area was visited at M.H.W. several times, and it is correct as shown during this field edit.

4. HORIZONTAL CONTROL

A number of triangulation stations were recovered or searched for during field edit. These stations could not be recovered during field inspection due to inadequate descriptions. Forms 526 have been submitted to reconcile any other questions on horizontal control. One new triangulation station was established in this quadrangle, it is the W.M.B.L. Radio Tower on the southern part of Inlet Island at an approximate Latitude and Longitude of  $34^{\circ}42.8'$  -  $76^{\circ}41.2'$ . Forms number 525, 567 and 24A are submitted for this station. *Position is on Form M238812 in this report. (Adjusted by Gd'sy)*

The map manuscript was examined for possible errors by Mr. Phillip K. Ball, local civil engineer, 1809 Sheppard St., Morehead City, North Carolina. Mr. Ball found no errors in the map manuscript.

Submitted:  
26 January 1949

*E. T. Jenkins*  
E. T. Jenkins  
Engineering Aid

Approved:  
26 January 1949

*Riley J. Sipe*  
Riley J. Sipe  
Chief of Party

Review Report T-8744  
Topographic Map  
20 January 1950

61. Compilation of the shoreline manuscripts preceded the 1:20,000 topographic quadrangle, and their completion is the result of combined operations. Contours were surveyed on the 1:10,000 photographs only for the land area on Bogue and Shackleford Banks. They were then compiled on the 1:10,000 scale shoreline manuscripts and reduced for compilation at 1:20,000 scale. The balance of the contouring was done at 1:20,000 scale, and does not appear on the shoreline sheets.

62. Comparison with Registered Topographic Surveys:

T-351	1:20,000	1851
T-438	1:20,000	1854
T-874	1:10,000	1862
T-1328	1:20,000	1873
T-3387	1:20,000	1903
T-4295	1:20,000	1927
T-4267 and		
T-4267a	1:20,000	1927-8
T-5574	1:20,000	1933
T-6000	1:20,000	1933
T-6001	1:20,000	1933

This survey (T-8744) unqualifiedly supersedes the above listed surveys in all details.

It is complete except for the location of four fixed aids which are listed in the 1949 Light List but were built subsequent to the field edit and completion in January 1949.

Newport Marshes Lt. 35  
Calico Creek Daybeacon 4  
Morehead City West Channel Daybeacon 3  
Morehead City Channel Jct. Daybeacon

63. Comparison with Maps of Other Agencies: None

64. Comparison with Contemporary Hydrographic Surveys: None

There are several older surveys in this area.

65. Comparison with Nautical Charts:

420	1:40,000	49 8/8
1234	1:80,000	1940

The geographic positions of four fixed aids have not been determined by this survey. See 62 above.

Noticable changes have occurred in the shoreline on both sides of Beaufort Inlet at Fort Macon and on Shackleford Pt. An image of the exact limits of the dredged channels from Beaufort Inlet on through the Newport River ~~are~~<sup>is</sup> not discernible on these photographs.

The limits of the cable areas between Fort Macon and Shackleford Pt. are changed and a cable no longer exists between Fort Macon and Beaufort. See Chart Letter L.421(1948).

Sand shoals have surfaced at Beaufort Inlet between Fort Macon and Shackleford Pt.

Numerous changes in landmarks have occurred and are noted on a section of Chart 420, and <sup>new</sup> positions are on Form 567 with this report.

66. Adequacy of Results and Future Surveys.-Except for the location of the fixed aids known to exist (see 62 above) this map complies with the project instructions and Bureau policy.

No horizontal or vertical accuracy tests were made on this survey.

This map complies with the National Standard of Accuracy and supersedes all other surveys covering the common area and should be used for further nautical chart construction.

Reviewed by:

Roscoe J. French  
Roscoe J. French

APPROVED BY:

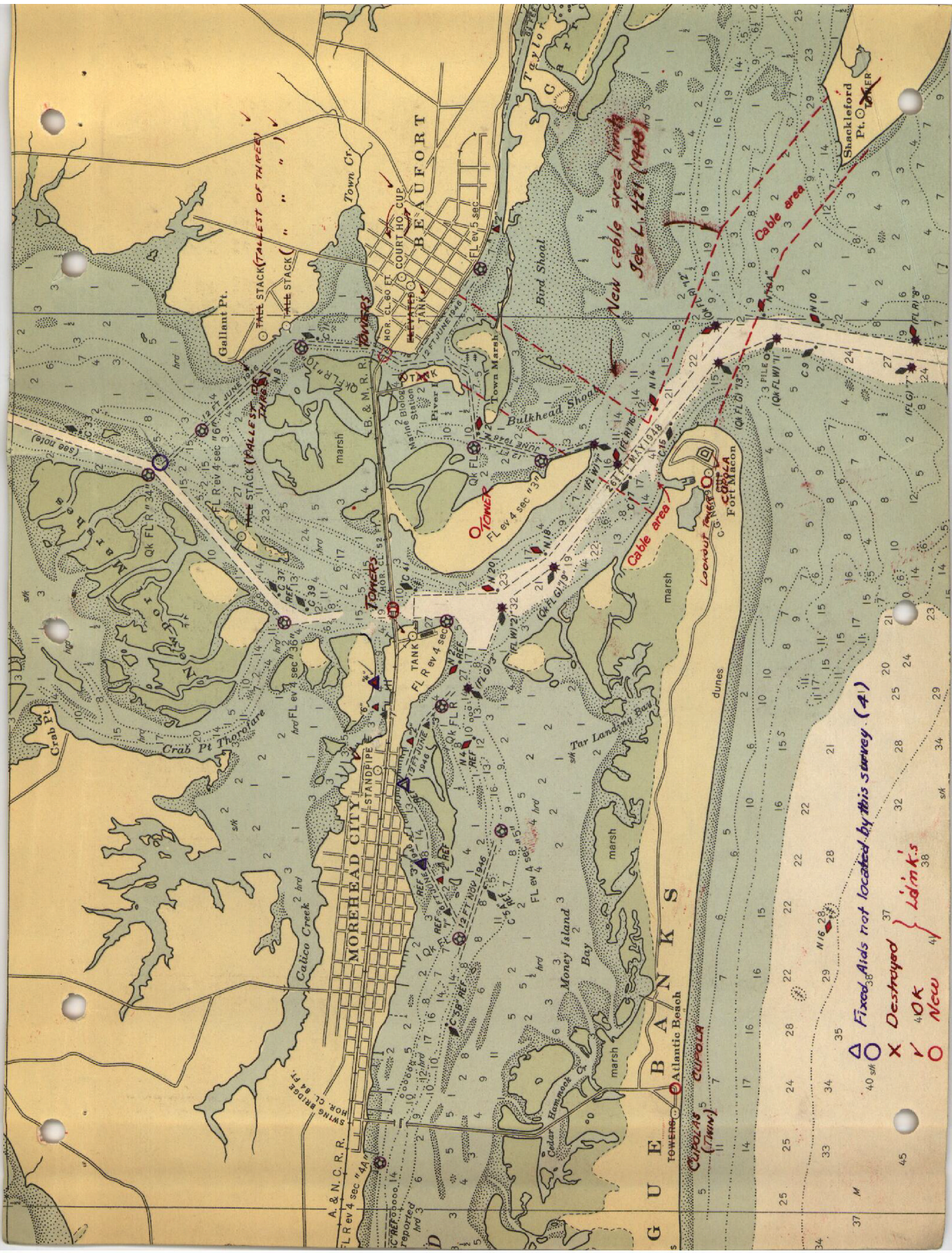
L. V. Griffith  
Chief, Review Section *K. H. M.*  
Division of Photogrammetry

H. Edmonston  
Chief, Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Division of Photogrammetry

*Active*  
K. J. Crosby  
Chief, Div. Coastal Surveys





Fixed Aids not located by this survey (4)  
 Destroyed  
 Link's  
 Now



## NAUTICAL CHARTS BRANCH

SURVEY NO. T 8744

## Record of Application to Charts

[illegible]

M-2168-1

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.