

8966

Disc. Cont. No. 537

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. Ph-20(17) Office No. T-2616

LOCALITY

State NORTH CAROLINA

applied to 537 Recon. 8/30/56 - JFW

DATA RECORD

Page 1

T 8966

Project No. (II): Ph-20 (47)

Quadrangle Name (IV):

Field Office (II): Washington, N.C.

Chief of Party: E.R. McCarthy

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: Arthur L. Wardwell

Instructions dated (II) (III): 23 July, 1948

Copy filed in Division of
Photogrammetry (IV)

Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III): inapplicable

Scale Factor (III): None

Date received in Washington Office (IV): OCT 24 1950

Date reported to Nautical Chart Branch (IV): OCT 30 1950

Applied to Chart No.

Date:

Date registered (IV): 4 Feb 1952

Publication Scale (IV): 1:24000

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): CASTLE, 1935

Lat.: 35°32'17"033 (524.9m) Long.: 77°03'20"281 (510.9m)

Adjusted
~~UNADJUSTED~~

Plane Coordinates (IV): Lambert Conformal State: N.C. Zone:

Y= 656,403.57

X= 2,578,412.57

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

All contouring done by
Richard E. Conway Jr.
Cartographic Survey Aid

(II)

Areas contoured by various personnel
(Show name within area)
(II) (III)

DATA RECORD

Field Inspection by (II): **Richard E. Conway Jr.**
Cartographic Survey Aid

Date: **Feb. 21, 1949**
 to
Sept. 19, 1949

Planetable contouring by (II): **Richard E. Conway Jr.**
Cartographic Survey Aid

Date: **Feb. 21, 1949**
 to
Sept. 19, 1949

Completion Surveys by (II): **James E. Hundley**

Date: **18 April, 1951**

Mean High Water Location (III) (State date and method of location):

Air Photo Compilation - March 29, 1948

Projection and Grids ruled by (IV): **W. E. W. (Wash. Office)** Date: **1 June 1948**

Projection and Grids checked by (IV): **W. E. W. (" ")** Date: **1 June 1948**

Control plotted by (III): **R. R. Wagner** Date: **15 Oct. 1948**

Control checked by (III): **B. F. Lampton** Date: **26 Oct. 1948**

Radial Plot or ~~Stereoscopic~~
~~Contouring~~ by (III):

M. M. Slavney

Date: **23 Dec. 1949**

Stereoscopic Instrument compilation (III):

Planimetry

inapplicable

Contours

Date: _____

Date: _____

Manuscript delineated by (III): **R. R. Wagner**

Date: **6 April 1950**

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

Date: **30 June 1950**

Elevations on Manuscript
 checked by (II) (III):

R. R. Wagner (III)

Date: **5 April 1950**

Camera (kind or source) (III): U S C & G S 9 lens, $8\frac{1}{2}$ " focal length

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
22131	29 March 1948	12:08	1:20,000	No tide *
22132	29 March 1948	12:09	"	
22133	"	12:10	"	
22141	"	12:50	"	
22142	"	12:50	"	
22143	"	12:51	"	
22181	"	13:37	"	
4E-87	18 April 1948		1:10,000	(Single Lens U.S.D.A.)
4E-88	"		"	" " " " " " " "

Tide (III)

Reference Station:
Subordinate Station:
Subordinate Station:

No periodic tide *

Ratio of Ranges	Mean Range	Spring Range

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

Date: 9 Nov 1951

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

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

55

Shoreline (More than 200 meters to opposite shore) (III): 9 miles

Shoreline (Less than 200 meters to opposite shore) (III): 17 miles

Control Leveling - Miles (II): 60.2

Number of Triangulation Stations searched for (II): 76

Recovered: 42

Identified: 10

Number of BMs searched for (II): 32

Recovered: 27

Identified: 27

Number of Recoverable Photo Stations established (III): 4

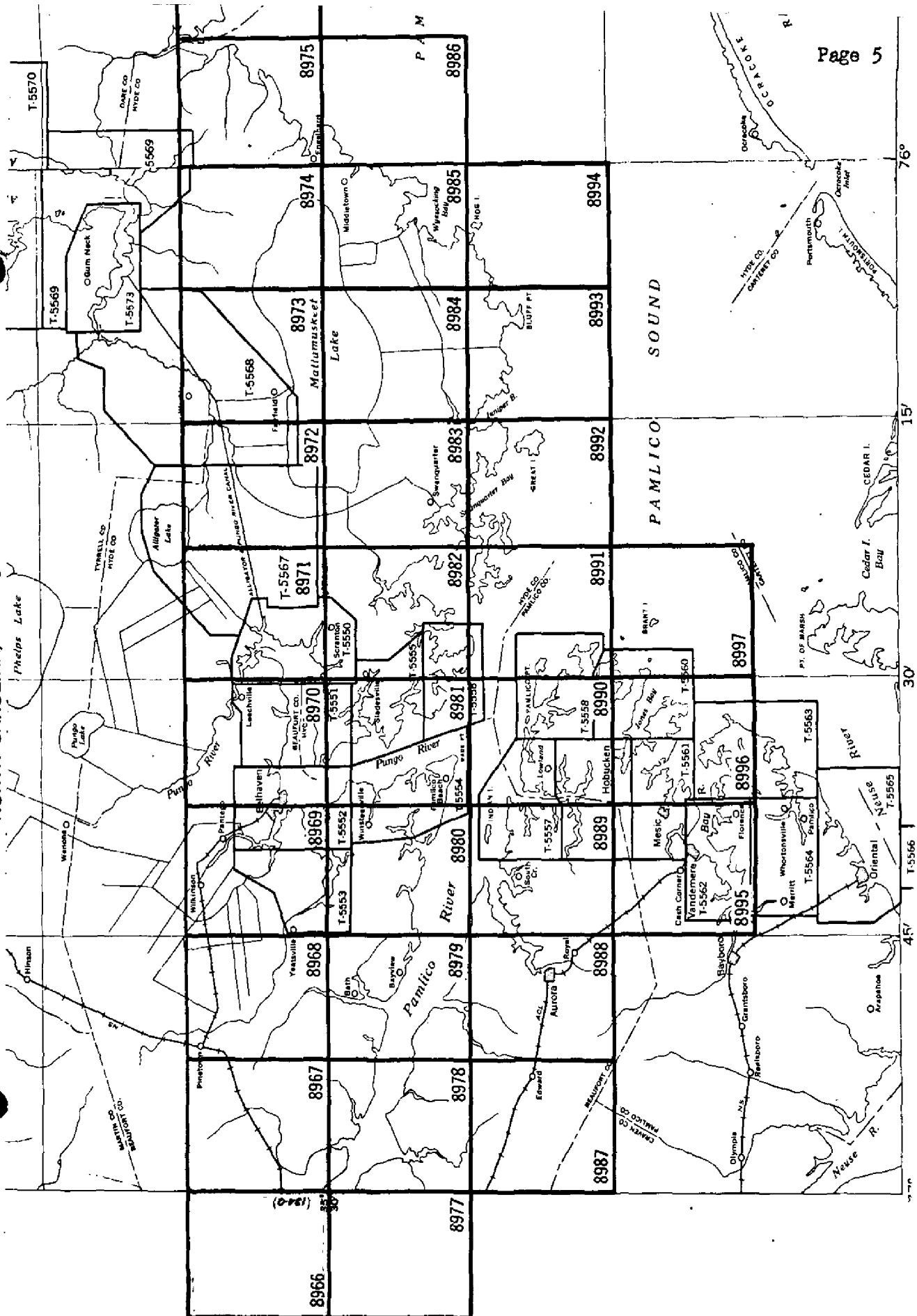
Number of Temporary Photo Hydro Stations established (III): None

Remarks: One third-order bench mark established.

* The periodic tide is negligible.

TOPOGRAPHIC MAPPING PROJECT P. 20(47)

NORTH CAROLINA, Vicinity of Pamlico River



SUMMARY TO ACCOMPANY TOPOGRAPHIC
MAP T-8966

Topographic map T-8966 is one of thirty-two similar maps of project Ph-20(47) and is the most northwesterly map of the project. It covers portions of the Pamlico River and the Tar River and includes the city of Washington, North Carolina.

This is a graphic compilation project. The field operations preceding compilation included complete field inspection, the establishment of some additional horizontal control and the delineation of contours on the photographs by planetable methods.

The manuscript was compiled at a scale of 1:20,000 and covers $7\frac{1}{2}'$ in latitude by $7\frac{1}{2}'$ in longitude. The entire map was field edited. The map is to be published by the Geological Survey as a standard topographic quadrangle. The published map will contain complete hydrographic information which will be subsequently compiled onto the map manuscript by the Nautical Chart Branch.

Items registered under T-9166 will include a cloth-mounted lithographic print of the manuscript at a scale of 1:20,000, a cloth-mounted lithographic color print at a scale of 1:24,000 and the descriptive report.

FIELD INSPECTION REPORT

Quadrangle T-8966
35-30 77-00/07.5
Project Ph-20 (47)

E. R. McCarthy, Chief of Party

The field work for this quadrangle was done in accordance with the Director's Instructions, Project Ph-20 (47) Field, dated 23 July, 1948, and other instructions as noted herein. In addition to the personnel listed on page 3, field work was done by the following:

<u>Name and Title</u>	<u>Phase</u>	<u>Started</u>	<u>Completed</u>
H. R. Spies Cartographic Survey Aid	Horizontal and Vertical Control Recovery	January 1, 1949	March 1, 1949
H. G. Murphy Cartographic Survey Aid	Shoreline Inspect- ion (Vicinity of Washington)	June 28, 1949	July 6, 1949

This report is written in accordance with Paragraph 724, of the preliminary edition of the Topographic Manual dated June, 1949.

2. AREAL FIELD INSPECTION

This quadrangle is bisected by a river which flows from the northwestern to the southeastern corners. This river is the Tar River where it enters the quadrangle, but soon becomes the Pamlico River.

Chocowinity Bay extends from the Pamlico River in the southeastern corner and heads in the southwestern corner of the quadrangle.

Washington, an incorporated town of approximately 10,000 is the largest of three towns in the quadrangle. It lies on the north bank, and at the point of transition of the rivers. Washington Park, *See item 68* a residential suburb of Washington is located just southeast, on the north bank of Pamlico River. Chocowinity, a farming suburb is located approximately three miles south of the Pamlico River, near the head of Chocowinity Bay.

Three highways, two branch line railroads, and a pattern of secondary roads serve the quadrangle.

The land area is relatively high land dissected by numerous streams which are all tributaries of the Pamlico River. Approximately fifty percent of this area is under cultivation, The remainder being heavily wooded, with swamps bordering the streams.

The urban limits of the town of Washington were determined by the Washington Office.

The field inspection is believed to be complete.

According to local information, a radio tower is to be constructed in the near future, by the Highway Patrol, on U. S. Highway 17, near the southern limit of the quadrangle. This should be checked during the field edit. *See item 60*

The vegetation and natural features within this quadrangle are typical, and it is believed that sufficient classifications have been made so that the Compiler will encounter no difficulty in the interpretation of the photographs.

3. HORIZONTAL CONTROL

All known horizontal control stations within the quadrangle were searched for. A sufficient number were identified, along with three stations north and west of the quadrangle to control the photogrammetric plot.

The necessary identification data for the above stations were forwarded to Tampa well in advance of this report.

(c) Stations not established by the Coast and Geodetic Survey are:

<u>Station</u>	<u>Agency</u>	<u>Order</u>	<u>Datum</u>
C of E. Mon. 66	Corps of Engineers	Third	N.A. 1927
C of E. Mon. 20	Corps of Engineers	Third	N.A. 1927 <i>outside area</i>
C of E. Mon. 5	Corps of Engineers	Third	N.A. 1927 " "
C of E. Mon. 4	Corps of Engineers	Third	N.A. 1927 " "

(e) Stations reported as "Lost" on Form 526.

FLAG IN WATER, 1914
 POLE ON ISLAND, 1914
 NORTHWEST STACK, 1914
 PAMLICO CHEMICAL CO. STACK, 1914
 AUSTIN POINT 2, (USE), 1914
 HAVENS, 1914
 ENGINEER (USE), 1914
 STREET, 1914
 CEDAR GROVE, 1870
 END, 1914
 LONE, 1935
 WASHINGTON N & S R. R. WATER TANK, 1914
 WASHINGTON BUGGY CO. WATER TANK, 1914
 EUREKA MILLS STACK, 1914
 WASHINGTON MUNICIPAL WATER TANK, 1935
 TEMP, 1935
 RODMAN PT. SHOAL LIGHT (NEW), 1914
 RODMAN PT. SHOAL LIGHT (OLD), 1914
 PAMLICO FERTILIZER CO. WATER TANK, 1931
 McWILLIAMS PT. SHOAL LIGHT, 1935

McWILLIAMS PT. SHOAL LIGHT (NEW), 1914
 McWILLIAMS PT. SHOAL LIGHT (OLD), 1914
 WINDMILL PT. SHOAL LIGHT (NEW), 1914
 WINDMILL PT. SHOAL LIGHT (OLD), 1914
 WASHINGTON CHRISTIAN CHURCH SPIRE, 1914
 LONE STACK, 1914
 HACKNEY'S HOUSE CHIMNEY, 1914
 WASHINGTON U. S. WEATHER BUREAU TOWER, 1914
 MARTIN-BEAUFORT COUNTY LINE MARKER POST, 1931
 OLD D, (USE), 1914
 ROCK, 1914
 LET, 1935
 HOWEL, 1935
 STIN, 1933

4. VERTICAL CONTROL

(a) Bench marks

(1) First order USC&GS

A-26, 1932
 B-26, 1932
 C-26, 1932 (Destroyed)
 Y-25, 1932
 Z-25, 1932
 12 (USGS), 1932
 WASHINGTON, 1932
 R. M. BRIDGE - R. M. SWITCH, 1932
 6.2 (USE), 1932
 R V 3 (NSRR), 1932

(2) Second order USC&GS

E-223, 1942
 F-223, 1942 (Destroyed)
 G-223, 1942
 H-223, 1942
 J-223, 1942
 J-222, 1941
 K-222, 1941
 L-222, 1941
 M-222, 1941
 N-222, 1942
 P-222, 1941
 X-222, 1942
 XX-222, 1942 (Destroyed)
 X-85, 1935
 Y-85, 1935
 670 (NOGS), 1941 (Destroyed)

(3) Third order USC&GS

V - 242, 1947 (Established by this party)

(4) Third order USGS

11 Raleigh (USGS) (Destroyed)

23 Raleigh (USGS)

(5) Tidal USC&GS

Washington - Pamlico River TBM 1-3 (Inc.), 1935

(b) Sixty miles of fly levels were run to establish supplemental control for contouring. The largest closure was 0.35 feet, which was adjusted.

(c) First and last designated level point for Map: 66-1 to 66-110.

(d) Search was made for all known bench marks.

5. CONTOURS AND DRAINAGE

All contouring was done by planetable methods on nine-lens photographs. The contour interval ~~was~~ ^{is} 5 feet. Elevations range from 1 to 50 feet, the highest areas being in the northernmost and southernmost parts. In wooded areas the planetable was supplemented by use of the hand level where practical. In places where it was impossible to show all contours, notes were made on the photographs to aid the Compiler.

See items 34, 53 and 56.

The Tampa office outlined the drainage on the photographs with the aid of a stereoscope prior to contouring. During contouring operations this drainage was checked and corrected where necessary. All drainage flows into the Pamlico River or its tributaries.

In the east central portion of the quadrangle are many small depressed areas known locally as "Meteor holes", which have gum and cypress trees growing in them. These areas contain water throughout the year. In most instances the outline of the "holes" can be easily seen on the photographs.

6. WOODLAND COVER

The cover was classified in accordance with Paragraph 5433 * of the Preliminary Edition of the Topographic Manual, dated June 1949.

** Same reference in published edition. EHT*

7. SHORELINE AND ALONGSHORE FEATURES

(a) There is no perceptible periodic tide in the Pamlico River therefore the mean and high water line and apparent shoreline is as photographed and is clearly discernable on the photographs. The two lines have been labeled or symbolized and the points of transition shown by tick marks.

(b) The mean low water line and mean high water line are synonymous for reasons under (a).

(c) There is no foreshore.

(d) Low bluffs exist along the north shore of Pamlico River, in the southeastern part of the quadrangle and are depicted by contours.

(e) Docks, wharves, piers, landings, etc. that were in existence at the time of photography have been labeled. Those erected subsequent to photography were located by planetable or tape measurements on the photographs and labeled.

(f) The shore ends (the point where they enter or leave the water) of submarine cables have been located and labeled on the photographs.

(g) Other shoreline structures such as bulkheads have been clearly shown on the photographs.

See item 58

8. OFFSHORE FEATURES

A planetable was used to locate all wrecks, piling and foul areas near the city of Washington and appropriate notes made on the photographs. Most of the wrecks were small wooden barges which are located a considerable distance from the channel, and present no great hazard to navigation.

See item 58

9. LANDMARKS AND AIDS

Four landmarks were identified on the photographs and were recommended for charting. Forms 524^{**} and 567^{*} are submitted with the quadrangle data. ** attached to this report.*

*** Filed in Div. of Photogrammetry.*

The lights in the Pamlico River were located without difficulty. The aids in the Tar River were located by a variety of methods as they were difficult of access and were visible over only a small area.

See item 57

10. BOUNDARY MONUMENTS AND LINES

This is covered in a "Special Boundary Report" which was submitted by Wilbur A. Nelson on 14 February 1949 and a supplemental report submitted 8 November 1949 by A. J. Wraight. *Both are filed in the Division of Photogrammetry.*

Five boundary points of the city of Washington were located on the photographs. Form M-2226-12 is submitted. (see Photo 22142-2) *see item 68*

The limits of the Coast Guard Depot at Washington have been delineated on photograph 22143-2.

With the aid of Mr. Blake Lewis, Civil Engineer of Washington, the limits of Warren Field were delineated on photograph 22143-2. All original boundary marks have been destroyed. *See item 59 & 68*

11. OTHER CONTROLS

Due to the plethora of triangulation along the shoreline no other control was established except landmarks and aids to navigation.

12. OTHER INTERIOR FEATURES

Warren Field which was originally built by the army for medium bombers has been turned back to the city of Washington and is no longer in use, except for small private aircraft.

All roads and buildings were classified in accordance with Paragraph 5441 of the Preliminary Edition of the Topographic Manual, dated June 1949.

Same reference in published edition. ENR

Two railroad bridges and one highway bridge cross the Pamlico River. All pertinent data concerning these bridges have been clearly noted on the photographs. All bridge information for the area covered by this report as listed in the "U. S. Engineers List of Bridges Over Navigable Waters in the U. S. dated July 1, 1941", was verified in the field. All clearances were carefully measured with a steel tape and the published descriptions and clearances were found to be correct.

13. GEOGRAPHIC NAMES

This will be the subject of a special report to be submitted by A. J. Wright at a later date.

Filed in Geographic Names Section, Div. of Charts.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

Two prints of the railroad layout in the city of Washington are submitted. *See item 33*

Except as noted above and in items 10 and 13, there are no special data for this sheet.

15. SWAMP

Classification of swamp was completed during field inspection and has been clearly shown on the photographs.

Swamp classified as "SW" is true swamp. Intermittent swamp is so designated. See symbols, Figure 5:36, chapter 5, page 154, Topographic Manual.

See item 69

Approved:

7 December 1949

E. R. McCarthy
E. R. McCarthy
Chief of Party

26 September 1949

Submitted by:

Richard E. Conway Jr.
Richard E. Conway, Jr.
Cartographic Survey Aid

Photogrammetric Plot Report

This report is filed as part of the Descriptive Report for T-8967 and covers the photogrammetric plot for maps T-8966 to T-8968 inclusive and T-8977 to T-8979 inclusive.

MAP T 8966

PROJECT NO. Ph-20(47)

SCALE OF MAP: 20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -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)
✓ SHAW, 1931	Sp. Pub. 192 P. 23	N.A. 1927	35 36 40.252 77 04 16.179				1240.5 (608.6) 407.2 (1102.9)			
✓ ENDING, 1935	G. Ps 423	"	35 30 30.957 77 04 17.791				954.0 (895.1) 448.3 (1063.7)			
✓ LION, 1933	G. Ps 415	"	35 30 32.913 77 00 32.962				1014.3 (834.8) 830.6 (681.4)			
✓ SWITCH, 1933	G. Ps 416	"	35 32 13.310 77 02 49.100				410.2 (1438.9) 1236.9 (274.6)			
✓ CASTLE, 1935	" "	"	35 32 17.033 77 03 20.281				524.9 (1324.2) 510.9 (1000.6)			
✓ WASHINGTON ATLANTIC COASTLINE RR BRIDGE 420 CENTER LIGHT 1935	" "	"	35 32 43.823 77 04 15.199				1350.5 (498.6) 382.8 (1128.5)			
✓ WASHINGTON HIGH SCHOOL FLAG POLE 1914	" 436	"	35 32 45.780 77 03 38.656				1410.9 (438.2) 973.7 (537.6)			
✓ WASHINGTON BRICK STACK 1931	Sp. Pub. 192 P. 31	"	35 33 19.070 77 04 17.774				587.7 (1261.4) 447.7 (1063.5)			
✓ WASHINGTON NORFOLK SOUTHERN RR BRIDGE CENTER SPAN, 1935	G. Ps P. 419	"	35 32 08.519 77 03 06.074				262.5 (1586.6) 153.0 (1358.5)			
✓ N&S RR BRIDGE WEST SEMAPHORE 1914	" P. 435	"	35 32 07.484 77 03 09.323				230.6 (1618.5) 2234.9 (1276.7)			
✓ N&S RR BRIDGE EAST SEMAPHORE	" P. 435	"	35 32 09.54 77 03 02.92				294.0 (1555.1) 73.6 (1438.0)			
✓ EUREKA MILLS STACK, 1914	" P. 437	"	35 32 52.26 77 04 03.59				1610.6 (298.5) 90.4 (1420.9)		Deleted. See Form 526. ENL	

1 FT. = 3048008 METERS
COMPUTED BY: R.R. Wagner

DATE 22 Sept. 1948

CHECKED BY: R.J. Pate

DATE 22 Sept. 1948

M-2388-12

W

MAP T. 8966

PROJECT NO. Ph-20(47)

SCALE OF MAP 1: 20,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ν -COORDINATE LONGITUDE OR κ -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)
✓ ATLANTIC, 1935	G.P.s. N.A. 1927 Sp. P. 417		35 32 50.357			1552.0 (297.2)	
	"		77 04 08.618			217.1 (1294.3)	
✓ AGED, 1933	"		35 30 05.692			175.4 (1673.7)	
	P. 415		77 00 04.694			118.3 (1393.9)	
✓ AXON, 1935	"		35 30 28.701			884.5 (964.6)	
	P. 422		77 03 17.659			445.0 (1067.0)	
✓ BRIGHT, 1933	P. 416		35 31 28.148			867.5 (981.6)	
	"		77 02 36.190			911.8 (599.9)	
✓ CHOCO, 1935	"		35 30 35.401			1091.0 (758.1)	
	P. 423		77 03 47.374			1193.8 (318.2)	
✓ COAST, 1935	"		35 32 36.935			1138.3 (710.8)	
	P. 417		77 04 20.100			506.3 (1005.1)	
✓ C of E. MON 66	P. 417		35 37 03.808			123.7 (1725.6)	
1942	526 Camp		77 00 05.816			146.2 (1363.3)	
✓ CREEK, 1935	G.P.s. N.A. 1927		35 30 56.440			1739.4 (109.7)	
	P. 423		77 04 16.831			424.1 (1087.8)	
✓ LONE, 1935	"		35 30 27.985			862.5 (986.7)	
	P. 422		77 02 32.242			812.5 (699.5)	
✓ KENNEDY, 1935	"		35 33 03.256			100.3 (1748.8)	
	P. 417		77 04 28.250			711.6 (799.7)	
✓ HUBBARD, 1935	"		35 33 08.946			275.7 (1573.4)	
	P. 418		77 04 56.552			1424.4 (86.8)	
✓ HADNEY'S HOUSE	"		35 32 45.762			1410.3 (438.8)	
✓ CHIDNEY, 1914	P. 436		77 03 55.932			1408.9 (102.5)	

1 FT. = 3048006 METERS
COMPUTED BY: R.R. Wagner

DATE: January 3, 1950

CHECKED BY: J.F. Armstrong

DATE: January 5, 1950

M-2388-12

4

MAP T. 8966

PROJECT NO Ph-20(47)

SCALE OF MAP 1: 20,000

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
				FORWARD	(BACK)		FORWARD	(BACK)	
✓ GROVE, 1933	G. Ps. N.A. 1927 P. 416		35 31 52.567 77 02 10.513				1620.1 (229.1) 264.9 (1246.8)		
✓ GLEN, 1935	" P. 418	"	35 32 59.374 77 05 10.281				1829.8 (19.3) 259.0 (1252.3)		
✓ ENGIN, 1933	" P. 416	"	35 30 27.686 77 01 30.699				853.3 (995.9) 773.6 (738.4)		
✓ WINITY, 1935	" P. 422	"	35 30 50.955 77 03 45.494				1570.4 (278.8) 1146.4 (365.5)		
✓ WASHINGTON VENTILATOR, 1935	" P. 420	"	35 32 30.358 77 03 26.431				935.6 (913.5) 665.8 (845.6)		
✓ WASHINGTON U. S. P.O. FLAGPOLE 1914	" P. 435	"	35 32 35.302 77 03 15.348				1088.0 (761.2) 386.6 (1124.8)		
✓ WASHINGTON METH. CH. SPIRE 1914	" P. 436	"	35 32 41.622 77 03 30.463				1282.7 (566.4) 767.4 (744.0)		
✓ WASHINGTON HIGHWAY BRIDGE, CUPOLA, 1935	" P. 420	"	35 32 35.367 77 03 42.548				1090.0 (759.2) 1071.8 (439.6)		
✓ WASHINGTON EPISCOPAL CHURCH SPIRE, 1914	" P. 435	"	35 32 29.403 77 03 13.273				906.2 (943.0) 334.4 (1177.1)		
✓ SOFT, 1933	" P. 416	"	35 31 47.529 77 03 09.164				1464.8 (384.3) 230.9 (1280.8)		
✓ SILAS, 1935	" P. 422	"	35 30 04.009 77 02 35.255				123.6 (1725.6) 888.5 (623.6)		
✓ RATIN, 1935	" P. 422	"	35 30 44.240 77 03 12.863				1363.4 (485.7) 324.1 (1187.8)		

1 FT. = 3048006 METERS
COMPUTED BY: R.R. Wagner

DATE January 3, 1950

CHECKED BY: J.F. Armstrong

DATE January 5, 1950

M-2388-12

JF

DATE January 5, 1950

OUTSIDE OF 20 N&W of

MAP T-8966

PROJECT NO. Ph-20(47)

SCALE OF MAP 1:20,000

SCALE FACTOR:

[illegible]

1 FT. = .3048006 METER R. R. Wagner

November 25, 1949

M.M. Slavney

November 25, 1949²

1-2388-12

COMPILATION REPORT, T-8966

PHOTOGRAMMETRIC PLOT REPORT

Submitted with T-8967.

31. DELINEATION

The graphic method was used.

The water front of Washington, N. C. was difficult to delineate because none of the nine lens photographs were centered over it. U. S. Department of Agriculture photographs (ratio prints, 1:10,000 scale, date 10 April 1948) were used to interpret the 1:20,000 scale photographs around Washington. These photographs were of later date than the nine lens photographs and were of great help.

32. CONTROL

The identification of control was good. It is sufficiently spaced to insure good detail points.

33. SUPPLEMENTAL DATA

Two blueprints* of railroads in Washington, which were not field edited, were used. They are "Section Map Atlantic Coast Line R R Co., Washington Branch" and "Right of Way and Track Map Norfolk Southern R R, Norfolk Division - Main Line". The positions of spurs were taken from these and questioned on the discrepancy overlay wherever they appeared to disagree with the photographs.

** Filed in Division of Photogrammetry.*

34. CONTOURS AND DRAINAGE

Contours have been changed to agree with the field inspectors notes in areas stating that they follow swamp limits but do not appear to do so. Such changes have been made to agree with the limits of swamp as interpreted by the compiler.

See items 53 and 56.

Some streams were changed to agree with compiler's interpretation. They are noted on the discrepancy overlay.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline inspection was adequate in most cases. Questionable areas have been noted on the discrepancy overlay. (Reference Item 7).

See item 58

36. OFFSHORE DETAILS

No statement.

See item 58

37. LANDMARKS AND AIDS*See Forms 567 attached to this report.*

Some daybeacons in the Tar River are being referred to the field editor for relocation. The directions submitted by field inspector did not make good intersections.

*See item 57*38. CONTROL FOR FUTURE SURVEYS

Four forms 524^{*} are submitted with the manuscript data. A list of recoverable topographic stations have been prepared for Item 49.

** Filed in Div. of Photogrammetry.*39. JUNCTIONS

No contemporary survey to the north and west.
Survey T-8967 to the east, in agreement.
Survey T-8977 to the south, in agreement.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

The only map in this office of the area is the result of a survey in 1901 and 1903. For this reason only a general comparison was made.

*See items 62 and 63*47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with chart 537, scale 1:40,000, published September 1947, corrected to January 12, 1948. The map manuscript and chart are in good agreement.

*See item 65*ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

None.

Approved and Forwarded
Arthur L. Wardwell
Arthur L. Wardwell
Chief of Party

Robert R. Wagner
Robert R. Wagner
Cartographic Survey Aid

49. NOTES FOR THE HYDROGRAPHER

Recoverable topographic stations of use to the hydrographer are as follows:

BRICK STACK (MUNICIPAL POWER PLANT), 1949

MUNICIPAL WATER TANK, 1949

RADIO TOWER (W H E D), 1949

~~RADIO TOWER (W R R F), 1949~~ * Destroyed April, 1951

J. E. Humbley

* Three new towers (WRRF) established
244 feet so. of old tower - *See item 57.*
Tampa -
June, 1951

50 PHOTOGRAMMETRIC OFFICE REVIEW

T. 8966

1. Projection and grids JG 2. Title JG 3. Manuscript numbers JG 4. Manuscript size JG

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy MMS 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) JG ~~XXXXXXXXXXXX~~ 8. Bench marks JG
9. Plotting of sextant fixes JG 10. Photogrammetric plot report JG 11. Detail points JG

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline JG 13. Low-water line JG 14. Rocks, shoals, etc. JG 15. Bridges JG 16. Aids to navigation JG 17. Landmarks JG 18. Other alongshore physical features JG 19. Other along-shore cultural features JG

PHYSICAL FEATURES

20. Water features JG 21. Natural ground cover JG 22. Planetable contours JG ~~XXXXXXXXXXXX~~
~~XXXXXXXXXXXX~~ 24. Contours in general JG 25. Spot elevations JG 26. Other physical features JG

CULTURAL FEATURES

27. Roads JG 28. Buildings JG 29. Railroads JG 30. Other cultural features JG

BOUNDARIES

31. Boundary lines JG ~~XXXXXXXXXXXX~~

MISCELLANEOUS

33. Geographic names JG 34. Junctions JG 35. Legibility of the manuscript JG 36. Discrepancy overlay JG 37. Descriptive Report JG 38. Field inspection photographs JG 39. Forms JG40. Jesse A. Giles William A. Rasure
Reviewed Supervisor, Review Section of Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Robert P. Lagarde
CompilerWilliam A. Rasure
Supervisor

43. Remarks:

FIELD EDIT REPORT
Project Ph-20(47)
Quadrangle T-8966

51. METHODS

The field edit of this area was accomplished by traversing, via truck, all roads, and walking to other areas in which the reviewer requested information, or for a general check on the adequacy of the map compilation. The shoreline was inspected from a skiff.

Corrections and additions were made by standard surveying methods in conjunction with visual inspections.

All corrections and additions have been noted on the field edit sheet, field photograph AHP-4E-88, and overlay sheets. All work shown on the photograph is properly referenced on the discrepancy print. All deletions have been noted on the field edit sheet.

The reviewer's questions are answered on the discrepancy print, field edit sheet, photograph, and this report.

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

The actual field work was accomplished in fourteen days during the months of February, March and April, 1951.

52. ADEQUACY OF COMPILATION

The map compilation, in general, is adequate and will be complete after field edit data has been applied.

53. MAP ACCURACY

In general, the horizontal accuracy of the map detail is relatively good. See item 66

Contouring was completed, on the field edit sheet, in the extreme northwest corner of the quadrangle. Corrections of contours have been made on overlay sheets for those areas west and north of Chocowinity, North Carolina. Minor changes were made in some parts of contours in the vicinity of Lat. 35°-35', Long. 77°-05'. The turning points of contours along Herring Run have been noted on the field edit sheet.

One vertical accuracy test was made along Chapel Branch, at Lat. $35^{\circ}-31'$, Long. $77^{\circ}-07'$. Results of the test are as follows:

Thirty seven points on contours were tested, and 60% were in error by 1 ft. or less; 8% in error by 1 ft. to $1/2$ contour interval; 24% in error by $1/2$ to 1 contour interval; and 8% in error over 1 contour interval.

See item 67

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

It is believed that Mr. W. C. Rodman, registered land surveyor, of Washington, North Carolina, is best qualified to examine a proof copy of this work.

Ref. to Item 48 - Compilation Report.

A spot check of geographic names was made and found to be in excellent agreement with the geographic names list. All names referred for investigation have been clarified either in Item 48, the field edit sheet, or the discrepancy print.

56. CONTOURS AND DRAINAGE

Ref. to Item 34 - Compilation Report.

Contour corrections have been made, on the field edit sheet and overlay sheets, where streams were found to be displaced.

All ditches, except one, in this entire area are very narrow and shallow, and do not affect the course of contours depicted on a map of this scale. This one excepted ditch begins at Lat. $35^{\circ}-33'$, Long. $77^{\circ}-03'$ and runs in an easterly direction to the southeast corner of the airport fence, then it meanders around taxi strips and runways of the airport and empties into a natural drain at Lat. $35^{\circ}-34'$, Long. $77^{\circ}-03'-30''$. This ditch averages 18' in width and 3' in depth. The contours are properly indicated in this area.

Note: See photograph AEP-4E-88, ^{*}single-lens, scale 1:10,000.

** Filed in Div. of Photogrammetry.*

57. LANDMARKS AND AIDS TO NAVIGATION

Ref. to Item 37 - Compilation Report.

One landmark, Radio Tower (WRRF), 1949, is recommended for deletion. Form 567 is submitted, *attached to this report.*

Three additional objects, Radio Towers (WRRF), 1951, have been located on the field edit sheet and listed on Form 567^{*} as suitable landmarks. Forms 24A^{**} are submitted.

Six daybeacons in Tar River were located on the field edit sheet by various methods. Tar River Daybeacon 4 and 8 were located directly on the field edit sheet by planetable methods. Tar River Daybeacons 12, 14, 16 and 18 were located by sextant angles and stadia distances. These four daybeacons were plotted on the field edit sheet, and all, except Beacon 16, plotted in their relative position. In view of the fact that all the other beacons plotted relatively good, the shoreline near beacon 16 was corrected accordingly. Forms 567^{*} and 24A^{**} are submitted.

See note by chief of party which follows this report.

The position of Windmill Point Shoal Light (Beacon Lt. 1935) was checked and found to be correct. According to the 1949 edition of the Light List, this light has not been moved or rebuilt since 1929. Forms 24A^{**} and 567^{*} are submitted.

** Form 567 attached to this report.*

*** Form 24A filed in Div. of Photogrammetry.*

58. SHORELINE AND OFFSHORE FEATURES

Ref. to Item 35 - Compilation Report

Numerous additional piers, boat houses and piles have been indicated on the field edit sheet.

Ref. to Item 8 - Field Inspection Report.

Those areas labeled Foul on the field edit sheet are a veritable maze of fish net stakes, cypress stumps and scattered piles, the fish net stakes predominating. However, they do not constitute a navigational hazard, as they are clear of the navigable channel.

Four transmission line poles were located on the field edit sheet just west of the highway bridge at Washington, North Carolina.

59. BOUNDARY LINES

Ref. to Item 10, Paragraph 4 - Field Inspection Report.

A thorough investigation was made of the boundary lines of Warren Field in order to determine its true boundaries. Unfortunately, none of the original boundary markers could be recovered as stated under Item 10 of the Field Inspection Report.

There are two sources of information for this boundary, one of which is the map drawn by Mr. Blake Lewis, civil engineer of Washington, North Carolina, which is recorded in Map Book No. 3 in the Register of Deeds Office, Beaufort County Courthouse. The other is a description of the property as recorded in Deed Book No. 384, page 373 of the Register of Deeds of Beaufort County. These are not in agreement as some of the smaller calls (angles and distances) are omitted on the map, and the boundary somewhat generalized.

The description of the deed, which is apparently the same as submitted with the Boundary Report of Project Ph-20, is as follows:

Warren Field Boundary Survey
Deed Book No. 384 - Page 373

Beginning at the intersection of Market Street extended and the Old Cow Head Springs Road; running thence with Market Street extended S21°35'W, 197 ft.; thence S12°45'W, 154 ft.; thence S8°30'W, 924 ft.; thence S9°35'W, 187 ft.; thence leaving said highway S73°0'W, 2005 ft.; thence N68°30'W, 2092 ft.; thence N48°W, 395 ft.; thence S35°22'W, 41 ft.; thence S78°30'W, ~~328 ft.~~ 388 ft.; thence N85°15'W, 645 ft.; thence N35°25'E, 250 ft.; thence N46°30'W, 565 ft.; thence N43°30'E, 220 ft.; thence N7°15'E, 325 ft.; thence S82°45'E, 359 ft.; thence N41°30'E, 1874 ft.; thence N0°05'E, 2439 ft.; thence N70°E, 727 ft.; thence S74°E, 374 ft.; thence S24°15'W, 105 ft.; thence S69°E, 210 ft.; thence N24°15'E, 105 ft.; thence S69°E, 540 ft.; thence N24°15'E, 552 ft.; thence N58°45'W, 272 ft.; thence N12°E, 65 ft.; thence N70°E, 118 ft.; thence S48°30'E, 1654 ft.; thence S41°30'W, 940 ft.; thence S20°E, 2554 ft. to the aforesaid old road; thence S66°15'E, 632 ft. to the beginning, all of the aforesaid courses referring to the Magnetic Meridian as of May 1943, and the courses and distances are taken from a survey made by Blake Lewis.

It is recommended that the boundary be delineated from this description, rather than that shown on the field inspection photographs which was possibly taken from the aforementioned map.

As an aid in verifying the plotting of the boundary, the fence enclosing the airport facilities was delineated on the field edit sheet by topography. This fence is along part of the boundary, but not all of it, as land was acquired beyond the actual airport facilities to assure the clearance of obstructions adjacent to the field.

60. FIELD INSPECTION

Ref. to Item 2 - Field Inspection Report.

Numerous additional Class I and II buildings have been indicated on the field edit sheet.

Clarification of the Federal and State Highway routes have been made on two overlay sheets submitted.

The Highway Patrol Radio Tower has not been erected to date.

JUNCTIONS

Satisfactory junctions were made with T-8967 to the east and T-8977 to the south. There are no contemporary surveys to the north and west.

12 April 1951

Submitted by:

James E. Hundley
James E. Hundley, *by 1478.*
Cartographer

19 April 1951

Approved by:

Harry F. Garber
Harry F. Garber,
Chief of Party

NOTE BY CHIEF OF PARTY

The methods used in locating Daybeacons Nos. 12, 14, 16 and 18 in Tar River are not up to the usual standards employed by this party. However, there is no way of locating these beacons without establishing dependable control at considerable expense. Because of overhanging trees, satisfactory photo points cannot be identified with complete assurance. A long plane table traverse up the tortuous course of Tar River from station "GLEN, 1935" would be of doubtful quality. Triangulation would prove very expensive.

Inasmuch as these beacons fall beyond the limits of U.S. C. & G. S. nautical charts, it is recommended that the positions submitted with this report be accepted until such time that a hydrographic survey is made in the area when adequate control would be available.

Harry F. Garber
Harry F. Garber
Commander, US C & GS
Chief of Party

VERTICAL ACCURACY TEST REPORT
Project Ph-20(47)
Quadrangle T-8966

This is a report of the results of the vertical accuracy of contours tested in a small area in the extreme southwest corner of the quadrangle.

A closed-loop of fly levels was run from BM X 85 to established elevations at strategic points to be used as a basis for the vertical accuracy test. The error of closure was 0.2 feet. No adjustment was made.

Two and four-tenths (2.4) lineal miles were traversed by plane-table to test 37 points on contours. These planetable traverses originated and terminated at either monumented BM's or level points established at road intersections. The horizontal closures were negligible. The largest error of vertical closure was 0.2 foot and no adjustment was made.

The results of the 37 points tested are as follows:

60%	were in error by 1 ft. or less:
8%	" " " " 1 ft. to 1/2 contour interval;
24%	" " " " 1/2 to 1 contour interval; and
8%	" " " " over 1 contour interval.

11 April 1951
Submitted by:

James E. Hundley
James E. Hundley, by 479
Cartographer

18 April 1951
Approved by:

Harry F. Garber
Harry F. Garber,
Chief of Party

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEYPHOTOCHEMOMETRIC REVIEW
SECTIONTO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Washington, North Carolina 30 September 1949

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

The positions given have been checked after listing by

Robert H. Wagner
Survey Photo. Office

Chief of Party.

STATE	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							
				°	'	D. M. METERS	°						
North Carolina	LIGHT	WALL LIGHT, white, black (Black slatted pile structure)		35	31	7544.8	77 02	1385.4	1927				537
	LIGHT	WALL LIGHT, white, black (Black slatted pile structure)		35	31	085.6	77 02	409.2	"				537
	LIGHT	WALL LIGHT, white, black (Black slatted pile structure)		35	30	057	77 01	301	"				537
	BN. 2	WALL LIGHT, white, black (Black slatted pile structure)		35	32	1383	77 04	455	"				537
	BN. 3	WALL LIGHT, white, black (Black slatted pile structure)		35	32	1169	77 04	351	"				537
	BN. 6	WALL LIGHT, white, black (Black slatted pile structure)		35	33	214	77 05	53	"				537
	BN. 7	WALL LIGHT, white, black (Black slatted pile structure)		35	33	0091	77 05	690	"				None
	BN. 8			(to be located by field editor)									
	BN. 9	WALL LIGHT, white, black (Black slatted pile structure)		35	33	51.2	77 06	570	"				None
	BN. 10	WALL LIGHT, white, black (Black slatted pile structure)		35	33	1057	77 06	631	"				None
	BN. 11	WALL LIGHT, white, black (Black slatted pile structure)		35	33	2758	77 06	1091	"				None
	BN. 12			(to be located by field editor)									
	BN. 13	WALL LIGHT, white, black (Black slatted pile structure)		35	33	1085	77 07	252	"				None
	BN. 14			(to be located by field editor)									

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.

SETTING AIDS OR LANDMARKS FOR CHARTS

Washington, North Carolina 30 September 1949

th have ~~fractured~~ been inspected from seaward to determine their value as landmarks, be

listing by

Robert E. Wagner
Tampa Photo. Office

R. J. McCarthy

Chief of Party.

[illegible]

with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* objects should be considered for the charts of the area and not by *floating* objects. The data should be given.

MARKS FOR CHARTS

ected from seaward to determine their value as landmarks be

Journal

E. R. McCarthy

Chief of Party.

POSITION			D.A.T.U.M.	METHOD OF LOCATION AND NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
LONGITUDE	D.P. METERS								
°	'								
77	04	447.7	NA 1927	Tri	1931		X		537
77	03	871.2	NA 1927	Tri	1931		X		537
77	02	124.6	NA 1927	Tri	1931		X		537
might be added as a landmark. See History 1931 FILED deleted from the charts as									

pages 800 to 804. Positions of charted landmarks and *nonfloating* a should be considered for the charts of the area and not by

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC REVIEW SECTION

SECTION NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

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

Robert R. Wagner
Tampa Photo. Off.

E. R. McCarthy

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	°		'						
RADIO MAST			205	skeleton steel, 205 feet high		35	32	177	77	04	64	NA 1927	Rad. Plot	1949	X		537
RADIO MAST				skeleton steel, 248 feet high		35	31	1165	77	04	805	NA 1927	Rad. Plot	1949	X		537
STACK				red brick, 225 feet high		35	33	547	77	04	426	NA 1927	Rad. Plot	1949	X		537
TANK				steel, 125 feet high		35	32	998	77	02	1435	NA 1927	Rad. Plot	1949	X		537
											</						

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC REVIEW SECTION

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTERED
TO BE DELETED

STRIKE OUT ONE

Washington, North Carolina

30 September, 1949

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

The positions given have been checked after listing by

Robert R. Wagner

E. R. McCarthy *Chief of Party.*

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 be

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

MONTHLY CHARTING AND PRIOR LANDMARKS FOR CHARTS

**NOT RECORDED
TO BE DELETED**

STRIKE OUT ONE

Washington, North Carolina

4 April, 1951

I recommend that the following objects which have ~~(been inspected)~~ 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

Jesse A. Gilles Tampa

Harry F. Garbol

Commander. US C & OS. 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* shall be reported on this form. The data should be considered for the charts of the area and not by *positions to navigation*.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

CONVENTIONS FOR LANDMARKS FOR CHARTS

STRIKE OUT ONE

TO BE CHARTED

Washington, North Carolina

4 April

1951

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

R. R. Raper

The positions given have been checked after listing by

HARRY F. GERBER

Tampa Photogrammetric Office

Commander, US C & OS, Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* charted landmarks shall be considered for the charts of the area and not for the area. The data should be considered for the charts of the area and not for the area.

TO BE CHARTED

STRIKE OUT ONE

TO BE USED AS OF

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Washington, North Carolina

4 April 1951

BE RELEASED

I recommend that the following objects which have ~~(none)~~ been inspected from seaward to determine their value as landmarks be

~~Charted or (deleted from)~~ the charts indicated.

R. R. Warner

R. B. Warner

The positions given have been checked after listing by

Harry F. Carbor

Tampa Photogrammetric Office

Commander. US C & CS.	Chief of Party.
-----------------------	-----------------

Commander. US C & CS.

STATE		NORTH CAROLINA		SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	LATITUDE			LONGITUDE		DATUM									
		°	'		D. M. METERS	°		'	D. P. METERS							
BN. 4	Tar River Day Beacon 4, a red tri- angular daymark on pile	35	32	1381	77	04	1044	NA 1927	Planetable T-8966	1951						
BN. 8	Tar River Daybeacon 8, a red-tri- angular daymark on pile	35	33	165	77	06	12	"	"	"						
BN. 12	Tar River Daybeacon 12, a red tri- angular daymark on pile	35	33	1048	77	06	1354	"	Sextant & Stadia Dist. T-8966	"						
BN. 14	Tar River Daybeacon 14, a red-tri- angular daymark on pile	35	33	1281	77	07	404	"	"	"						
BN. 16	Tar River Daybeacon 16, a red tri- angular daymark on pile	35	33	1495	77	07	482	"	"	"						
BN. 18	Tar River Daybeacon 18, a red tri- angular daymark on pile.	35	33	159	77	07	660	"	"	"						
	position previously submitted, windmill Point Shoal Light	35	31		77	02		"	Tri.	1935, 1951						
See item 57, this report																

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

48. GEOGRAPHIC NAME LIST:

- AGGIE RUN ✓
ATLANTIC COAST LINE R. R. ✓
AUSTIN POINT ✓

BEAR CREEK ✓
BEAUFORT COUNTY ✓
BEEBE CHAPEL ✓ *BEAUFORT COUNTY HOME*
BEECH GROVE CHURCH ✓
BRICK KILN ROAD — *See F.E.S. g.e.n. (new application)*

CEDAR CREEK ✓
CEDAR GROVE CEMETERY ✓ ? — *See F.E.S. g.e.n.*
CHAPEL BRANCH ✓
CHERRY RUN ✓
CHERRY RUN BRIDGE ✓
CHERRY RUN ZION CHURCH ✓
CHICOD TOWNSHIP ✓
CHOCOWINITY ✓
CHOCOWINITY BAY ✓
CHOCOWINITY CREEK ✓ = *principal stream as marked on name sheet - L.H. 10-22-51*
CHOCOWINITY TOWNSHIP ✓
CITY PARK AND COMMUNITY CENTER ✓
CRAWFORD CREEK ✓

DAVIS CHAPEL ✓

EDGEWATER ROAD —

FORK POINT ✓

GRANDPAP ISLAND ✓

HERRING RUN ✓
HOOTENTOWN ✓ *Hootentown Road (replaces former application of Brick Kiln check on adjoining T-8967)*
HOUSE OF PRAYER CHURCH ✓ *See F.E.S.*
HOWARD HILL CHURCH ✓ *See F.E.S.*

JACKS CREEK ✓ *status pending R-by g.e.n. decision*

KENNEDY CREEK ✓ *(Case has been referred to R-by. original names report listed 6 local residents in favor of Jacks Creek - L.H. 11-22-51)*
KEYSVILLE CHURCH ✓

LODGE ROAD ✓
LONG ACRE TOWNSHIP ✓ *(Long Acre correct as on Census Map of Minor Political Subdivisions 10-22-51 L.H.)*

MAPLE BRANCH ✓
MAPLE BRANCH ✓
MARKET STREET EXTENSION ✓
MARKET STREET ROAD NO. 1 ✓
MARKET STREET ROAD NO. 2 ✓
MARSDEN Station ✓
MARTIN BAY ✓
MIMOSA SHORES ✓
MITCHELL BRANCH ✓

GEOGRAPHIC NAME LIST: (continued)

NORFOLK SOUTHERN R. R. ✓
NORTH CAROLINA ✓

OAKDALE CEMETERY ✓ (2) - See F.E.S. J.E.H.
OLD FORD ROAD ✓

PACTOLUS HIGHWAY ✓
PACTOLUS TOWNSHIP ✓
PAMLICO RACE TRACK ✓
PAMLICO RIVER ✓
PEYTON SCHOOL ✓
PINEYGROVE BRANCH ✓
PITT COUNTY ✓
PORTER JUNCTION ✓

(standard U.S.G.S. usage is one word
 for a case of this sort. L.H. 10-22-51)

RIVER ROAD ✓
RIVER VIEW CHURCH ✓
~~RIVERSIDE PARK~~ ✓
RODMAN CREEK ✓
RODMAN POINT ✓
RUNYON CREEK ✓

Non-existent - obsolete

J.E.H.

SHOP COVE ✓
SIDNEY CREEK ✓
SLATESTONE ROAD ✓
SNODE CREEK ✓
STATE NO. 33 ✓

TAR RIVER ✓
TAYLOR CREEK ✓
THE CASTLE ✓
TRANTERS CREEK ✓
TRINITY CEMETERY ✓
TRINITY CHURCH ✓

U S COAST GUARD DEPOT ✓
US NO. 17 ✓
US NO. 264 ✓

(original names report recommended deletion
 of church name near mapped Trinity Cem.)
 10-12-51 L.H.

WADES CHAPEL - WARES CHAPEL ✓
WARREN FIELD ✓
WASHINGTON ✓
WASHINGTON HEIGHTS ✓
WASHINGTON PARK ✓
WASHINGTON TOWNSHIP ✓
WHARTON STATION ✓
WHICHARD BEACH ✓

J.E.H.

12/2/51

Names approved,
 subject to Field Edit

11-9-50

A.J.W.

REVIEW REPORT
Topographic Map T-8966
9 November 1951

62. Comparison with Registered Topographic Surveys:

T-1211	1:20,000	1870-71
T-1274	1:10,000	1871-72
T-3440	1:5,000	1914
T-6462	1:10,000	1935
T-6463	1:10,000	1935

Survey T-6463 shows several small islets not delineated by the field parties. This area appears to be completely inspected by both the field inspection party and the field edit party. It is thus recommended that these features be deleted from Nautical Chart 567.

This survey supersedes the above surveys for nautical charting purposes for common areas.

63. Comparison with Maps of Other Agencies

Plymouth, N. C. (C. of E.)	1:125,000	1943
Chocowinity, N. C. (GS)	1:62,500	1905

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:

567	1:40,000	48 - 1/12
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See item 62. In addition, this map shows changes in culture, differences in marsh and swamp limits and changes in bridge clearances and landmarks.

66. Adequacy of Results and Future Surveys:

Except for daybeacons noted under item 57, the accuracy of which could not be ascertained, this map meets the National Standards of Map Accuracy and complies with project instructions.

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67. Vertical Accuracy Tests:

The results of the vertical accuracy test were retabulated during this review applying the allowable shift for points tested and using 50 points instead of 37 used by the field editor. See item 53. A total of 48 points (96%) were within 1/2 contour or better and two points (4%) were in error over one full contour interval. In the case of these two points, the error was due to incorrect delineation of a stream rather than datum error.

The discrepancy with the field editor's tabulation is apparently due to the application of the allowable shift in points tested.

68. Boundaries:

Township boundaries within Beaufort Co. were revised by the field editor and the corrected boundaries are indicated on the field edit sheet.

Washington Park, an incorporated town, is shown as described in the Special Report on Boundaries and as field inspected.

Three of the five field-identified boundary markers (see item 10) are not shown on the map because they were in slight disagreement with the boundary description. In each case the markers were identified directly on the photographs in areas where there appeared to be no well-defined points and without any reference measurements being given to nearby features. No difficulty was experienced in plotting the boundary from the description.

Chocowinity has been incorporated (see page 52, Special Report on Boundaries) but the town government has not been functioning for more than ten years. Investigation of the boundary was not attempted by the field parties.

The boundary description of Warren Field, as furnished by the field editor (see item 59) was used to plot the boundary on the manuscript. A portion of it intersected a taxiway. Because of the disagreement between the different sources, the fence enclosing the field was shown as the airport limits. This line was positioned by the field editor by planetable.

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69. Swamp:

Reference item 15. Field inspection notes have evidently been revised to eliminate the "intermittent swamp" classification.

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History of Hydrographic Information