

VALUABLESUBJECT CEDAR POINT ROAD TRAVERSECONTD.Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

KELUM In Charge

Instrument _____

Notes _____

Tape Read _____

Tape or Rod _____

Tape or Rod _____

Instrument No. _____

Tape No. _____

WEATHER

Clear
Cloudy
Windy
Rain
FairSnow
Hot
Moderate
Cold
Fog

Figured By _____

Notes Checked By _____

Plotted By _____

FILE No. _____

Fldr. No. _____

Sheet 2-056Date 4-19 1946

Quad. No. _____

Station	Dist.	Angle	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
---------	-------	-------	---	------------------	--------------------	-----------

1131.96'

MP 9. S. 4° 00' W
TEMP. 78°

P.I. # 4 1-154° 17' 15"

21762.80 3-102° 52' 30"

MEAN-154° 17' 30"

2162.90'

TEMP. 84°

P.I. # 3 1-180° 18' 15"

4786.12 3-180° 54' 45"

MEAN-180° 18' 15"

P.I. # 4
1870 E Road

3' PINE

57.50'

2162.80'

38.75'

P.I. # 3-10' to E Rd.
WIDTH OF RD. = 18'

24.25'

486.12'

P.I. # 2

39.65' 18' OAK

12' OAK

6" OAK

TO P.I. # 5

12.21'

6" OAK

12' OAK

TO P.I. # 1

VALUABLE

Station
Camp
Office
White
Notes

SUBJECT

Station Date Time Altitude
M. I. Bearing
Dist. Elevation

FIELD PARTY

In Charge
Instrument
Name
to Party

WEATHER

Clear
Cloudy
Fog
Lightning
Rain
Snow

FIELD No.

Page No.

Sheet

Date

FIELD No.

Plotted By

Checked By

Plotted By

Notes

of Rod

Station

Type

VALUABLE
Public Works
Office
Cann Lajoux
Lyon, France

SUBJECT

Station
Dist
Angle
M. T. Barlow
W. A. G. Division

FIELD PARTY
In Charge
Instrument
Date
Time
Place
Type of Rod
Remarks

WEATHER
Clear
Cloudy
Windy
Rain
Fog
Thunder
Lightning
Other

File No.
Plot No.
Sheet
Date

Grid No.



VALUABLE

Return To
Public Works
Office
Camp Lejeune
North Carolina

SUBJECT COGAR POINT ROAD TRAVERSE
CONTD.

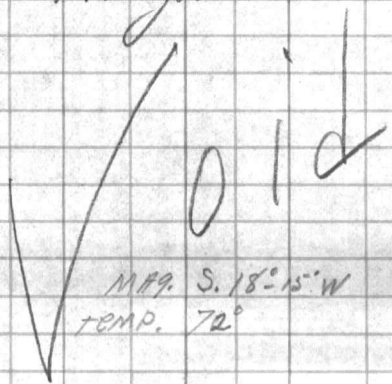
FIELD PARTY
KELLMAN In Charge
____ Instrument
____ Notes
____ Tape Read
____ Tape or Rod
____ Tape or Rod
____ Instrument No.
____ Tape No.

WEATHER
Clear Snow
Cloudy Hot
Windy Moderate
Rain Cold
Fair Fog
Figured By _____
Notes Checked By _____
Plotted By _____

FILE No. _____
Fldr. No. _____
Sheet 5-0-F-6
Date 4-22 1946

Quad. No. _____

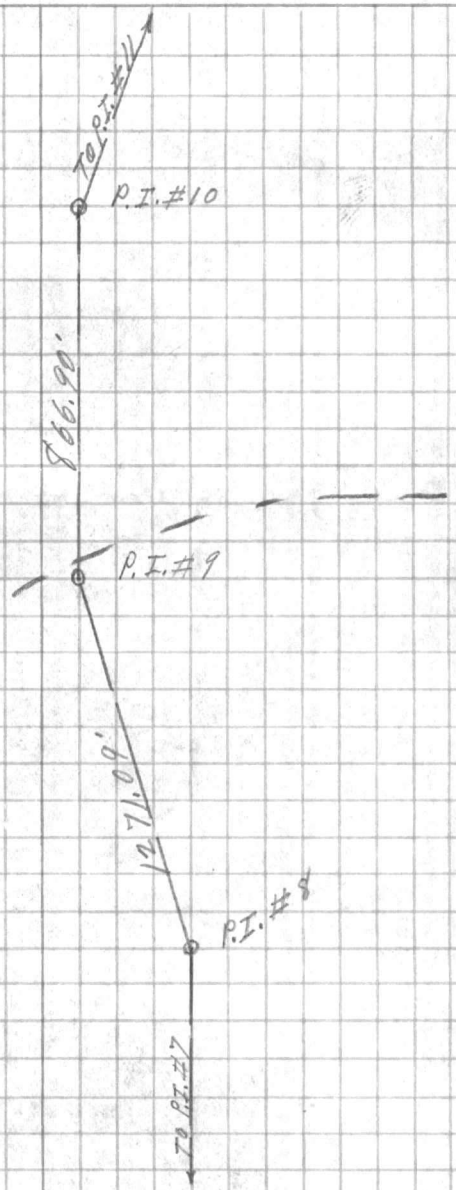
Traverse for Location of Buried
Triangulation Station "Crag"



M.P.P. S. 18°-15' W
TEMP. 72°

Station	Dist.	Angle	H. I.	Ver: Ang.	Elevation
			Bearing	Diff.	
	979.92'				
P.I. #10	1- 220° 47' 15"				
9766.90	3- 302° 22' 30"				
	MEAN- 220° 47' 30"				
	866.90'				
			TEMP. 72°		
P.I. #9	1- 196° 59' 00"				
12771.09	3- 230° 57' 00"				
	MEAN- 196° 59' 00"				

For Continuation of Traverse
See Sheets Dated 4/25/46



VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

_____ In Charge
_____ Instrument
_____ Notes
_____ Tape Read
_____ Tape or Rod
_____ Tape or Rod
_____ Instrument No.
_____ Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
Fair

Snow
Hot
Moderate
Cold
Fog

FILE No. _____

Fldr. No. _____

Figured By _____ Sheet _____

Notes Checked By _____

Plotted By _____ Date _____ 19__

Quad. No. _____

Station	Dist.	Angle	"	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
---------	-------	-------	---	---	------------------	--------------------	-----------

Crag Δ

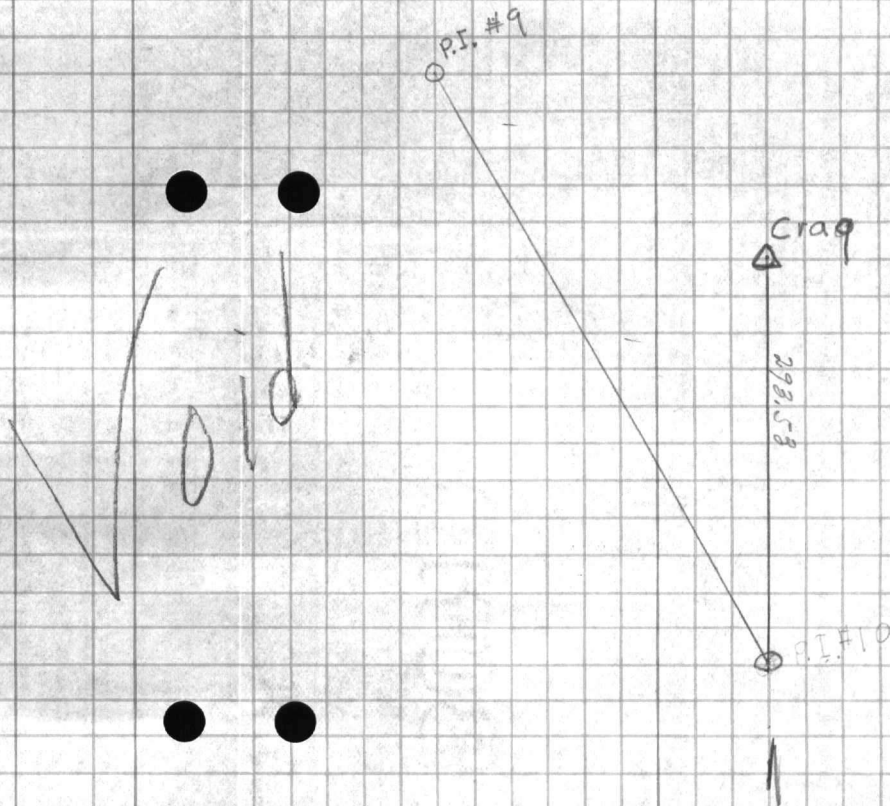
193.53

22	41	30	(1)
68	03	30	(3)
22	41	10	Mn

Temp 74°

P.I. #10

B.S. #9



3 | 68^{iv} 0330
274110

SECTION
MUSIC COLONIAL
CAMP RELEASE
Office
CAMP MOW
MUSIC LO

Dist. Value
D. 10000
M. 10000
E. 10000

1940
1941
1942
1943
1944
1945
1946
1947
1948
1949
1950
1951
1952
1953
1954
1955
1956
1957
1958
1959
1960

1961
1962
1963
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980

1981
1982
1983
1984
1985
1986
1987
1988
1989
1990

1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010

2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030

VALUABLE

Return To
Public Works
Office
Camp Lejeune
North Carolina

SUBJECT CEDAR POINT ROAD
TRAVERSE CONTD.

FIELD PARTY
KEILMAN In Charge
Instrument _____
Notes _____
Tape Read _____
Tape or Rod _____
Tape or Rod _____
Instrument No. _____
Tape No. _____

WEATHER
Clear _____
Cloudy _____
Windy _____
Rain _____
Fair _____
Snow _____
Hot _____
Moderate _____
Cold _____
Fog _____
Figured By _____
Notes Checked By _____
Plotted By _____

FILE No. 240 GEN
Fldr. No. _____
Sheet 1 of 3
Date 4-25-1946

Quad. No. _____

Station	Dist.	Angle	"	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
	259.23'				MA9. S. 22° 00' E	TEMP. 70°	
P.I. #11	1-	143° 38' 00"					
12+62.24	3-	70° 52' 45"					
MEAN.		143° 37' 55"					
	1262.24'					TEMP. 71°	
U.S.C.+G. A	1-	227° 21' 15"					
"CRA9"	3-	222° 12' 30"					
6+06.71	MEAN-	227° 28' 10"					
	606.71'				MA9. S. 34° 30' E	TEMP. 72°	
P.I. #9	1-	186° 13' 15"					
12+71.09	3-	190° 39' 45"					
MEAN-		186° 13' 15"					



RETURN TO
Public Works
Office
Camp Lejeune
North Carolina

SUBJECT

Station Dist Angle + N. 1. Bearing D.M. Vertical Elevation

FIELD PARTY
In Charge
Instrument
Notes
Type Read
Type of Rod
Type of Rod
Instrument No.
Tape No.

WEATHER
Clear
Hot
Cloudy
Windy
Moderate
Rain
Cold
Fog

LINE No.

Plotted by
Notes Checked by
Sheet

Sheet No.

VALUABLE

Return To
Public Works
Office
Camp Lejeune
North Carolina

SUBJECT TRIANGULATION FROM A "PASSETT"
AND A "AMOS" TO P.T. # 14 ON CEDAR
POINT ROAD TRAVERSE.

FIELD PARTY

WELLMAN In Charge
____ Instrument
____ Notes
____ Tape Read
____ Tape or Rod
____ Tape or Rod
____ Instrument No.
____ Tape No.

WEATHER

Clear _____
Cloudy _____
Windy _____
Rain _____
Fair _____
Snow _____
Hot _____
Moderate _____
Cold _____
Fog _____

FILE No. _____
Fldr. No. _____
Sheet 3 of 3
Date 1-20 19 46

Quad. No. _____

Station	Dist.	Angle	"	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
T-AT A	D-1-	25°	41' 15"				
"AMOS"	D-3-	77°	09' 15"				
FROM	R-6-	154°	06' 15"				
P.T. # 14	MEAN-	25°	41' 02.5"				
TO							
A "PASSETT"							
<p>NOTE: P.T. # 14 IS SET APPROX 20' WEST OF OLD STEEL TOWER ON CRAIG POINT.</p>							
T-AT A	D-1-	63°	08' 15"				
"PASSETT"	D-3-	181°	26' 30"				
FROM	R-6-	18°	53' 45"				
A "AMOS"	MEAN-	63°	08' 57"				
TO							
P.T. # 14							

(COPY OF COMPLETED WORK SHEET)

PUBLIC WORKS DEPARTMENT
Camp Lejeune, North Carolina
Survey Department

File 240 GEN
Quadrangle _____
Date (4 MARCH 1947) 7/1/48
Sheet 1 of 1

Traverse Computation
Description

Station	Distance	Bearing	Cosine	Sine	Latitude	Departure	Y Coordinate North	X Coordinate East
P.I. 12 TO 13 (TRAV. "D")		N 58°-43'-09" W					305,148.11	2,506,073.09
P.I. #1 6+12.38	612.38	S 2°-20'-43" E	9991 6237	0409 2139	611.78	25.06	304 536.33	2,506,098.15
#2 7+50.43	750.46	S 17°-24'-13" W	9542 2148	2991 0093	716.01	224.54	303 820.32	2,505,873.61
3 4+86.12	486.12	S 23°-34'-43" W	9165 1212	4000 0692	445.46	194.52	303 374.86	2,505,679.09
4 21+62.80	2162.90	S 23°-52'-54" W	9143 8354	4048 4903	1977.43	875.94	301 399.43	2,504,803.15
5 11+31.96	1131.96	S 1°-49'-40" E	9994 9121	0318 9533	1131.22	36.09	300 266.21	2,504,839.24
MON #156 #6 17+88.67	1788.70	S 1°-15'-30" E	9997 5884	0219 6029	1788.00	39.26	298 478.21	2,504,878.50
MON #155 #7 5+81.30	581.30	S 10°-16'-14" E	9839 7679	1787 9657	571.90	103.61	297 906.31	2,504,982.11
8 1+31.90	131.91	S 32°-31'-43" E	8431 2304	5377 2070	111.21	70.90	297 794.10	2,505,053.01
9 12+71.09	1271.08	S 44°-50'-23" E	7090 8205	7051 2597	901.17	895.98	296 893.93	2,505,948.99
USCG ^{Crag} 10 6+06.71	606.69	S 38°-37'-12" E	7813 0265	6241 5236	473.93	378.55	296 420.00	2,506,327.54
MON #154 11 12+62.24	1262.19	S 8°-46'-54" W	9882 7728	1526 6962	1247.35	192.72	295 172.65	2,506,134.82
12 2+59.23	259.22	S 27°-35'-16" E	8863 0239	4631 0698	229.74	120.01	294 942.91	2,506,254.83
13 2+15.64	215.63	S 10°-31'-00" W	9832 0186	1825 2153	212.01	39.36	294 730.90	2,506,215.47
14 3+62.96	362.95	S 64°-37'-34" E	4285 2342	9035 3068	155.52	327.93	294 575.38	2,506,543.40
USCG PASSET	2868.83	S 60°-44'-59" E	4886 2547	8724 9364	1401.74	2502.91	293 173.64	2,509,046.21
AMOS		S 56°-06'-00" W ✓			11,930	5,960		
GRID TOTAL →	14,492.32	S 56°-07'-09" W			.0117'/100'	.0208'/100'		
		01' 09" ERR-ADJ.						

DIST CORRECTED FOR TEMP. + GRID

ERROR OF CLOSURE = $\frac{1'}{7,779'}$

SEE SHEET DATED 7/1/48 (COPY OF THIS SHEET)

PUBLIC WORKS DEPARTMENT
Camp Lejeune, North Carolina
Survey Department

File 240 GEN
Quadrangle _____
Date 4 MARCH 1947
Sheet 1 of 1

Traverse Computation
Description

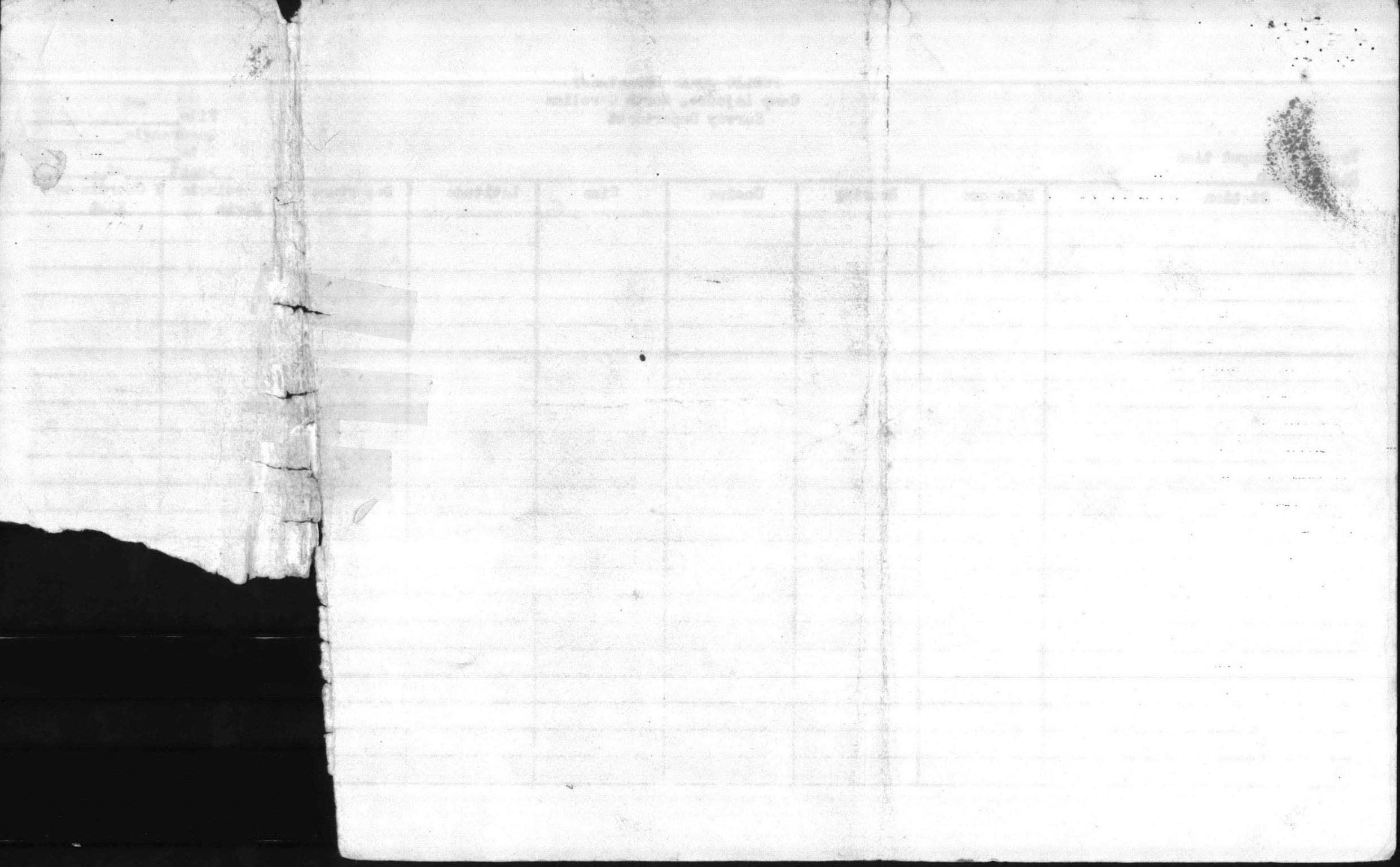
Station	Distance	Bearing	Cosine	Sine	Latitude	Departure	Y Coordinate North	X Coordinate East
P.I. 12 To 13 (TRAV. "D")		N 58-43.09 W					305148.11	2,506 073.09
PI #1	6+12.38	S 2-20-43 E	9991 6237	0409 2129	- 611.87 ⁸⁰	+ 25.06 ³³	304536.74 ³³	2,506 098.15 ³³
#2	7+50.43	S 17-24.13 W	9542 2148	2991 0093	- 716.11 ⁰³	- 224.46 ⁵¹	303,820.28 ⁵²	2,505 873.24 ⁶¹
3	4+86.12	S 23-34-43 W	9165 1212	4000 0692	- 445.43 ⁴⁸	- 194.42 ⁴⁸	303374.80 ⁵⁶	2,505,679.75 ⁰⁹
4	21+62.80	S 23-52-54 W	9143 8254	4048 4903	- 1977.72 ⁴⁹	- 875.65 ⁸³	301397.31 ⁴³	2,504,803.32 ¹⁵
5	11+31.96	S 1-49-40 E	9994 9121	0318 9533	- 1131.28 ²⁵	+ 36.10 ²⁵	300266.06 ²¹	2,504,839.42 ⁵⁴
#156	6	S 1-15-30 E	9997 5884	0219 6029	- 1788.27 ⁰⁶	+ 39.22 ²⁶	298478.00 ²¹	2,504,878.68 ⁵⁸
#155	7	S 10-16-14 E	9839 7679	1782 9657	- 571.77 ⁹²	+ 103.64 ⁶²	297906.08 ³¹	2,504,982.30 ¹¹
8	1+31.92	S 22-31-43 E	8431 2304	5377 2070	- 111.22 ²¹	+ 70.93 ⁹⁴	297794.07 ¹⁰	2,505,053.27 ⁰¹
9	12+71.09	S 44-50-23 E	7090 8205	7051 2597	- 901.30 ²⁰	+ 896.22 ⁰	296893.67 ⁹³	2,505,949.30 ^{928.90}
10 (USCG CRAG)	6+06.71	S 38-37-12 E	7813 0265	6241 5236	- 474.07 ^{473.95}	+ 378.67 ⁵⁹	296419.72 ⁰⁰	2,506,327.57 ⁰⁰
Mon #154	11	S 8-46-54 W	9882 7728	1526 6962	- 1247.34 ²⁴	- 192.22 ¹¹	295172.48 ⁰⁴	2,506,134.53 ⁰⁴
12	2+59.23	S 27-35-16 E	8863 0239	4631 0698	- 229.75 ⁴⁸	+ 120.00 ⁰	294942.21 ⁹¹	
13	2+15.64	S 10-31-00 W	9832 0186	1825 2153	- 212.04 ²¹¹	- 39.30 ⁹⁷		
14	3+62.96	S 64-37-34 E	4285 2342	9035 3068	- 155.53 ⁵¹	+ 327.42 ⁰¹		
USCG PASSETT	2868.83	S 60-44-59 E	4886 2547	8724 9364	- 1401.78 ⁶²	+ 2503.12 ²⁵⁰³		
" AMOS		S 56-06-00 W			11,920	5960		
GRID TOTAL	14,492.32	S 56-07-09 W			.0117/100'	.0208/100'		
		01' 09" = ERROR: ADJ.						

DIST. CORRECTED FOR TEMP. + GRID

ERROR OF CLOSURE =

7,779'

50
61
111



VALUABLE

SUBJECT Level Check
Bench Levels.
Snoods Ferry Rd. from Mock-up Rd.
to Cedar Point Rd. to "Passet"
on Coast

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY
Hamilton In Charge
 _____ Instrument
 _____ Notes
Batson Tape Read
Carney Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER
 Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____
 Figured By _____
 Notes Checked By _____
 Plotted By _____

FILE No. 221644
 Fldr. No. _____
 Sheet 1 of 2
 Date 6-21 1978

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
<u>BH 659</u>			<u>531</u>			<u>23.99</u>
				<u>29 30</u> ✓		
<u>TP</u>			<u>3 295</u>		<u>3 705</u>	<u>25.595</u> ✓
				<u>28 89</u> ✓		
<u>TP</u>			<u>3 62</u>		<u>4 62</u>	<u>27.27</u> ✓
				<u>27 99</u>		
<u>TP</u>			<u>3 37</u>		<u>1 80</u>	<u>23.09</u> ✓
				<u>26 46</u>		
				<u>26 56</u>		
<u>TP</u>			<u>2 275</u>		<u>5 135</u>	<u>21.325</u> ✓
				<u>23 50</u>		
<u>TP</u>			<u>2 37</u>		<u>5 86</u>	<u>17.74</u> ✓
				<u>20 08</u>		
				<u>20 78</u>		
<u>TP</u>			<u>3 72</u>		<u>5 02</u>	<u>15.06</u> ✓
				<u>18 78</u>		
				<u>18 82</u>		
<u>B17?</u>			<u>1 90</u>		<u>5 91</u>	<u>12.87</u> ✓
				<u>17 77</u>		
<u>TP</u>			<u>3 925</u>		<u>1 525</u>	<u>13.245</u> ✓
				<u>17 17</u>		
				<u>17 22</u>		
<u>TP</u>			<u>1 72</u>		<u>3 845</u>	<u>13.325</u> ✓
				<u>18 045</u>		
				<u>18 74</u>		
<u>TP</u>			<u>5 95</u>		<u>2 01</u>	<u>16.035</u> ✓
				<u>21.985</u>		
				<u>22 085</u>		
<u>TP</u>			<u>1 23</u>		<u>2 525</u>	<u>19.48</u> ✓
				<u>23 71</u>		
				<u>23 84</u>		
<u>TP</u>			<u>1 11</u>		<u>3 205</u>	<u>20.505</u> ✓
				<u>24.915</u>		
				<u>25 015</u>		
<u>TP</u>			<u>6 59</u>		<u>2 20</u>	<u>22.715</u> ✓
				<u>29 305</u>		
				<u>29 405</u>		
<u>TP</u>			<u>7 38</u>		<u>1 305</u>	<u>28.00</u> ✓
				<u>35 38</u>		
				<u>35 48</u>		

21" Pipe 200'± beyond P.C. of Long Curve

VALIABLE

SUBJECT

Return To
Public Works
Office
Camp Lejeune
North Carolina

Station

11.1 V. P. Elevator
Boiling
Dm.

FIELD PARTY

In Charge _____
Instrument _____
Notes _____
Type _____
Face of Rock _____
Type of Rock _____
Stratigraphic No. _____
Type No. _____

WEATHER

Clear _____
Rain _____
Cloudy _____
Hot _____
Windy _____
Cold _____
Fog _____

FILE NO.

Graph No.

100-100000
100-100000
100-100000
100-100000

1

VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

____ In Charge
____ Instrument
____ Notes
____ Tape Read
____ Tape or Rod
____ Tape or Rod
____ Instrument No.
____ Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
Fair
Snow
Hot
Moderate
Cold
Fog
Figured By _____
Notes Checked By _____
Plotted By _____

39 7903
7669
FILE No. 72
Fldr. No. _____
Sheet 2 of 2
Date _____ 19__

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
TP		7 305		35 ³⁸ / ₂₂	1 125	33.955 32.23
TP		7 37		41 ²⁶ / ₃₆	1 25	10 ⁰⁴ / ₄
TP		6 105		47 ⁴⁸ / ₂₂	1 925	45 ⁴⁵⁵ / ₇₅
TP		7 29		51 ⁵⁶ / ₆₅	3 355	48 ²⁰⁵ / ₂₇
BM		4 155		52 ⁴⁹⁵ / ₅₈₄	3 97	48 ⁵³⁵ / ₇₅
BM				52 ⁶⁸ / ₇₇	5 95	46 ⁷³ / ₈₂

PI# 13 Intersection Speed Ferry Rd + Earth Rd.

20" Pine Near PI# 12



FIELD PARTY

SHEET

Field Party
Notes
Date

WEATHER

FIELD PARTY

TITLE No.

Snow
Fog
Ice
Wind
Temp
Bar

Instrument
Type of Rod
Type of Trip
Type of Trip

Sheet No.

Plotted By

Notes Checked By

Date

Plotted By

Notes Checked By

Sheet No.

Instrument No.

Tape No.

Vertical Elevation

Height

Angle

Date

Station

FIELD PARTY

VALUABLE

SUBJECT Bench Levels -
Intersection Earth Rd. + Sneed's
Ferry Rd. to Posset

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

HAMILTON In Charge
 _____ Instrument
 _____ Notes
Conolly Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____

FILE No. 22/64.

Fldr. No. _____

Sheet 1 of 4Date 6-11 1948

Figured By _____

Notes Checked By _____

Plotted By _____

Quad. No. _____

Station	Dist.	Angle " "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
BM	✓		3 51			48.525 49.03	spike in intersection at S.F. Rd. & Earth Rd.
				52 54			
BM#1	✓		2 39		6 91	¹²⁵ 45.63	20" Pine 10' Left & Earth Rd 30'S P.I.#1
				48 02			
BM#2	✓		2 94		2 51	¹⁰⁰⁵ 45.51	18" Pine 10' Right & Earth Rd 100' N P.I.#2
				54 45			
TP			3 03		2 17	^{51.775} 52.28	
				55 31			
BM#3	✓		6 29		10 52	²⁵⁵ 44.79	6" Pine 15' Left & Earth Rd. 250'S P.I.#3
				51 08			
TP			2 03		6 53	¹⁰⁴⁵ 44.53	
				51 58			
BM#4	✓		4 07		7 05	¹²⁵ 44.53	15" Oak 15' Right & Earth Rd.
				48 60			
TP			3 49		1.31	^{43.785} 44.29	
				47 78			
BM#5	✓		3 72		1 97	³⁰⁵ 42.81	8" Oak 20' Right & Earth Rd 20' N P.I.#4
				46 53			
BM#6	✓		4 19		7 95	¹⁰⁷⁵ 38.58	20" Pine 15' Right & Earth Rd 400'S P.I.#4
				42 77			
TP			4 40		10 51	^{31.755} 32.26	
				36 66			
BM#7	✓		6 31		6 12	¹⁰³⁵ 30.54	8" Oak 15' Right & Earth Rd
				36 85			
TP			4 60		8 90	⁴⁴⁵ 27.95	
				32 55			
TP			1 00		1 41	^{27.675} 28.14	
				29 14			
BM#8	✓		3 87		3 96	^{24.675} 25.18	15" Oak in Fork of Rd. Near Old home site 50' N P.I.#7
				29 05			

STATION
DATE
TIME
OFFICER
REMARKS

SUBJECT

STATION DATE TIME OFFICER

FIELD PARTY

IN CHARGE
MEMBERS
TYPE OF ROAD
MILEAGE
TYPE OF ROAD

WEATHER

Clear
Cloudy
Rain
Fog
Snow
Thunder
Lightning
Hail
Sleet
Ice
Mist
Dew
Fog
Ice
Snow
Thunder
Lightning
Hail
Sleet
Ice
Mist
Dew

FILE NO.

FILE NO.

DATE

DATE

FILE NO.



VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

HAMILTON In Charge

Instrument _____

Notes _____

Tape Read _____

Tape or Rod _____

Tape or Rod _____

Instrument No. _____

Tape No. _____

WEATHER

Clear
Cloudy
Windy
Rain
FairSnow
Hot
Moderate
Cold
Fog

Figured By _____

Notes Checked By _____

Plotted By _____

FILE No. _____

Fldr. No. _____

Sheet

2 of 4

Date _____

19 _____

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
TP	6 22	29 05		11 17	17 88	995	
BM#9	2 76	24 10		3 21	20 89	385	4" Cherry on Hedge Row near center of open field - North of Craig.
TP	1 75	23 65		5 98	17 67	165	
BM	1 37	19 12		6 60	12 82	315	Sub Surface Man. Crag.
TP	4 63	17 19		5 93	11 26	10,755	
BM#10	3 95	15 89		3 83	12 86	11,555	10" Pine South West Edge of Field 100' Right of Road
TP	3 80	16 01		5 87	10 14	9,635	
T. P.	3 97	13 94		5 60	8 32	7,535	
BM#11	4 21	12 31		4 15	8 16	7,255	18" Hickory - Rd Fork ± 300' FROM WATERWAY
T. P.	5 69	12 37		3 19	9 18	8,675	
T. P.	4 54	14 87		2 58	12 27	11,785	
B.M.#12	7 86	16 83		7 84	8 49	485	4" PER SIMMON TREE - S. EDGE FIELD BELOW CRAIG
T. P.	4 72	16 85		5 68	11 17	10,645	
B.M.#13	3 88	15 89		4 59	11 30	10,795	6" PINE - S.E. EDGE FIELD BELOW CRAIG - EAST EDGE HEDGE ROW VISIBLE FROM CRAIG
		15 18				30	

Return to
Franklin Wilson
Canton, Illinois
1870-1880

SUBJECT

Station Date And Being Vol. Station

FIELD PARTY
In Charge
Inspector
Notes
Type Book
Take of Box
Take of Rod
Treatment
Date

WEATHER
Clear
Snow
Hot
Windy
Mist
Cold
Fog
Faded by
Notes checked by
Faded by

FILE NO.
Date
Page

CERTIFICATE
J. C. MEE
RADIOGRAPHIC

VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

HAMILT ON In Charge

_____ Instrument

_____ Notes

_____ Tape Read

_____ Tape or Rod

_____ Tape or Rod

_____ Instrument No.

_____ Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
Fair

Snow
Hot
Moderate
Cold
Fog

FILE No. _____

Fldr. No. _____

Sheet 3 of 4Date 6-14 1948

Figured By _____

Notes Checked By _____

Plotted By _____

Quad. No. _____

Station	Dist.	Angle " +	H. I. Bearing	Ver: Ang. Diff.	Elevation
---------	-------	--------------	------------------	--------------------	-----------

B.M. 14		1 02	15 18	7 27	7 94
---------	--	------	-------	------	------

T.P.		3 59	8 93	5 81	3 12
------	--	------	------	------	------

T.P.			6 71	3 29	3 42
------	--	--	------	------	------

14" LIVE OAK - 500' FROM EDGE OF FIELD TOWARD WATERWAY

Edge of Water Way

VALUABLE

SUBJECT _____

 Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear
 Cloudy
 Windy
 Rain
 Fair

Snow
 Hot
 Moderate
 Cold
 Fog

FILE No. _____
 Fldr. No. _____
 Sheet 117
 Date _____ 19____

Notes Checked By _____
 Plotted By _____
 Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
B.M. (PASSET)			0 60			26 85	USCG PASSET
T.P.			2 34	27 45	12 23	15 22	
B.M. #16			1 18	17 56	10 85	6 71	SPIKE IN TELEPHONE POLE ± 400' W. OF PASSET
TP			3 89	11 39	7 25	3 64	
TP			1 29	7 12	1 70	2 72	
TP			5 25	7 02	7 38	2 67	
TP			1 01	8 99	2 81	5 62	
TP			2 00	9 69	1 87	4 82	
B.M. #15			2 72	6 82	3 09	3 78	Spikes in 12" Live Oak 100' South Inland Well
TP			4 05	6 20	4 12	2 82	
				6 13	3 27	2 89 (372)	Edge of Water Way

Error + 0.025 Approx. 5 miles
 not adjusted

132
 578
 37

7-11-51

Return To
Public Works
Office
Camp Lejeune
P.O. Box 918

SUBJECT

Section

Date

Angle

Distance

Vert. Ang. Elevation
Dip

FIELD PARTY

_____ in Charge
_____ Recorder
_____ Notes
_____ Tape Read
_____ Tapes on Job
_____ Tapes of Job
_____ Instrument No.
_____ Tape No.

WEATHER

Clear _____
Snow _____
Cloudy _____
Wind _____
Rain _____
Fog _____
Temp _____

FILE NO.

Form No.

RECEIVED
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE

VALUABLE

SUBJECT Bench Levels ContinuedReturn To
Public Works
Office
Camp Lejeune
North Carolina"Passet" to Signal School along
Hurst Beach

FIELD PARTY

Hamilton In Charge
Instrument
Notes
Batson Tape Read
Carney Tape or Rod
Instrument No.
Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
Fair
Snow
Hot
Moderate
Cold
FogFILE No. 221601

Fldr. No. _____

Sheet 142Date 6-18 1948

Figured By _____

Notes Checked By _____

Plotted By _____

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
BM			7 69	31.54		26.85 27.31	Passet
				32.20		19.04	
TP		1 355		20.395	12 50	12.50	- 0.01
				20.855		7.925	- 0.02
TP		3 22		11.145	12 47	8.885	
				11 605		7.705	- 0.03
TP		5 28		13.485	3 47	8.165	
				13 945		7.96	- 0.03
TP		6 24		14.20	5 525	8.42	
				14.66		13.79	- 0.04
TP		11 205		24.995	0 41	14.85	
				25.455		20.50	- 0.05
TP		0 25		21.25	7 495	20.96	
				21 71		9.91	- 0.06
TP		2 555		12.465	11 34	12.57	
				12 925		7.45	- 0.07
TP		3 68		11.13	5 015	7.91	
				11 59		5.93	- 0.08
TP		6 585		12.515	5 20	6.39	
				12 975		6.47	- 0.09
TP		6 14		12.61	6 045	6.93	
				13 07		7.39	- 0.09
BM 47		3 285		11.175	5 22	7.85	Spika in Telephone Pole
				11 635		6.66	- 0.10
TP		5 62		12.28	7 515	7.12	
				12 74		6.32	- 0.11
TP		7 72		11.04	5 96	6.78	
				11 50		6.44	- 0.12
TP		7 215		10.655	7 60	6.90	
				11 115			

YARRA

Return To
Public Works
Office
Camp Station
North Downs

SUBJECT

Section

Dist

#

Bearing

Ver Ang

Elevation

FIELD PARTY

In Charge

Instrument

Notes

Time Read

Temp of Air

Temp of Bar

Altitude

Time

WEATHER

Snow

Fog

Cloudy

Windy

Moderate

Rain

Fair

Fog

P.L.C. No.

Plot No.

Sheet

Notes Checked By

Plotted By

Date

Grid No.

GRID NO.

VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

 _____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

 Clear
 Cloudy
 Windy
 Rain
 Fair

 Snow
 Hot
 Moderate
 Cold
 Fog
FILE No. 221 Gen

Fldr. No. _____

Sheet 202Date 6-48 1948
 Figured By _____
 Notes Checked By _____
 Plotted By _____

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
				10.655 11.115		6.355	- 0.13
TP		7 38		13.735	1 30	6.815	
				24.195		9.165	- 0.14
TP		5 47		14.635	1 57	9.625	
				25.095		12.365	- 0.15
BM#18		4 785		17.115	2 27	12.825	Spike in Telephone Pole
				17.61		12.755	- 0.15
BM#19		2 49		15.245	1 395	13.215	Spike in Power Pole
				16.705		10.865	- 0.16
TP		1 04		11.905	1 38	11.325	
				12.365		7.115	- 0.17
TP		3 955		11.07	1 79	7.575	
				11.53		6.65	- 0.18
Mon.					1 42	7.11 6.97	21.5N Mon. # 10

$$\begin{array}{r} 0.9086 \\ 2110.18 \\ \hline 145 \\ \hline 120 \end{array}$$

WATER

Robert T.
Public Works
Office
Camp Lejeune
North Carolina

SUBJECT

Station Dist. Angle

H. I. Vertical Elevation
SIGHTING DIST.

FIELD PARTY

In Charge _____
Instrument _____
Notes _____
Tape Read _____
Tape or Rod _____
Tape or Rod _____
Instrument No. _____
Tape No. _____

WEATHER

Clear _____
Snow _____
Cloudy _____
Windy _____
Mist _____
Rain _____
Cold _____
Fog _____

Figured By _____

Notes Checked By _____

Plotted By _____

(Ink)

FILE NO.

FILE NO.

SHEET

DATE

VALUABLE

SUBJECT

Bench Levels
Mile Hammock Bay AreaReturn To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

Hamilton In Charge

Instrument

Notes

Tape Read

Tape or Rod

Instrument No.

Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
FairSnow
Hot
Moderate
Cold
Fog

FILE No.

Fldr. No.

Sheet 101

Date 6-18 1978

Figured By

Notes Checked By

Plotted By

Quad. No.

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
BM#8			6 975			21 675	Near Fork of dirt Rd Near Old Home Site
TP			0 065	31 65	6 765	24 885	
				24 95			
BM#1A			5 125		5 29	19 66	14" Pine West Edge Field
			5	24 785			
TP			2 67		10 505	14 28	
				16 95			
BM#2A			9 255		8 585	8 365	
				17 62			
TP			8 11		3 93	13 69	
				21 80			
BM#9					1 42	20 38	20.385

Return To
Camp Lejeune
North Carolina

Station

Dist.

ANGIS

Station

Dist.

ANGIS

Tap No.

Control No.

End of Rod

Level of Rod

Top of Rod

Notes

Remarks

FIELD PARTY

Checked By

Plotted By

Notes Checked By

Plotted By

Fig. 1

Fig. 2

Fig. 3

Fig. 4

WEATHER

Clear

Partly Cloudy

Windy

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

Tap No.

Control No.

End of Rod

Level of Rod

Top of Rod

Notes

Remarks

FIELD PARTY

Clear

Partly Cloudy

Windy

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

Light

None

VALUABLE

SUBJECT _____

Return To _____
 Public Works Office _____
 Camp Lejeune _____
 North Carolina _____

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____

FILE No. _____

Fldr. No. _____

Sheet _____

Date _____ 19__

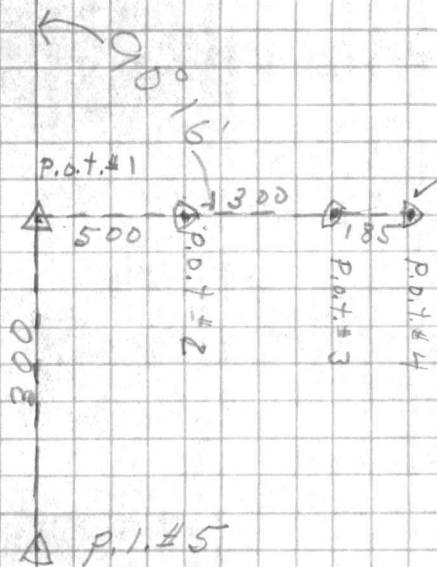
Notes Checked By _____

Plotted By _____

Quad. No. _____

Station	Dist.	Angle " "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
P.O.T.#4	185	180° 00'				
P.O.T.#3	300	180° 00'				
P.O.T.#2	500					
		90° 16 00				
		270 48 00				
		90° 16 00				
P.O.T.#1	300					
MON P.I.#5						
B.S. ON MON.#156 (P.I.#6)						

△ P.I.#6 = MON.#156



AVAILABLE

Return To
Public Works
Office
Dane County
North Carolina

SUBJECT

Station

Date

Code

Barometric

Height

Mean Sea Level Elevation

Table No.

Instrument No.

Date of Run

Type of Rod

Level

Instrument

in Charge

FIELD PARTY

Sheet No.

Plotted By

Checked By

Figure No.

Scale

Weather

Clear

Partly

Cloudy

Windy

Moderate

Cold

Rain

Fog

FIELD No.

Field No.

Sheet

Date

VALUABLE

SUBJECT _____

 Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

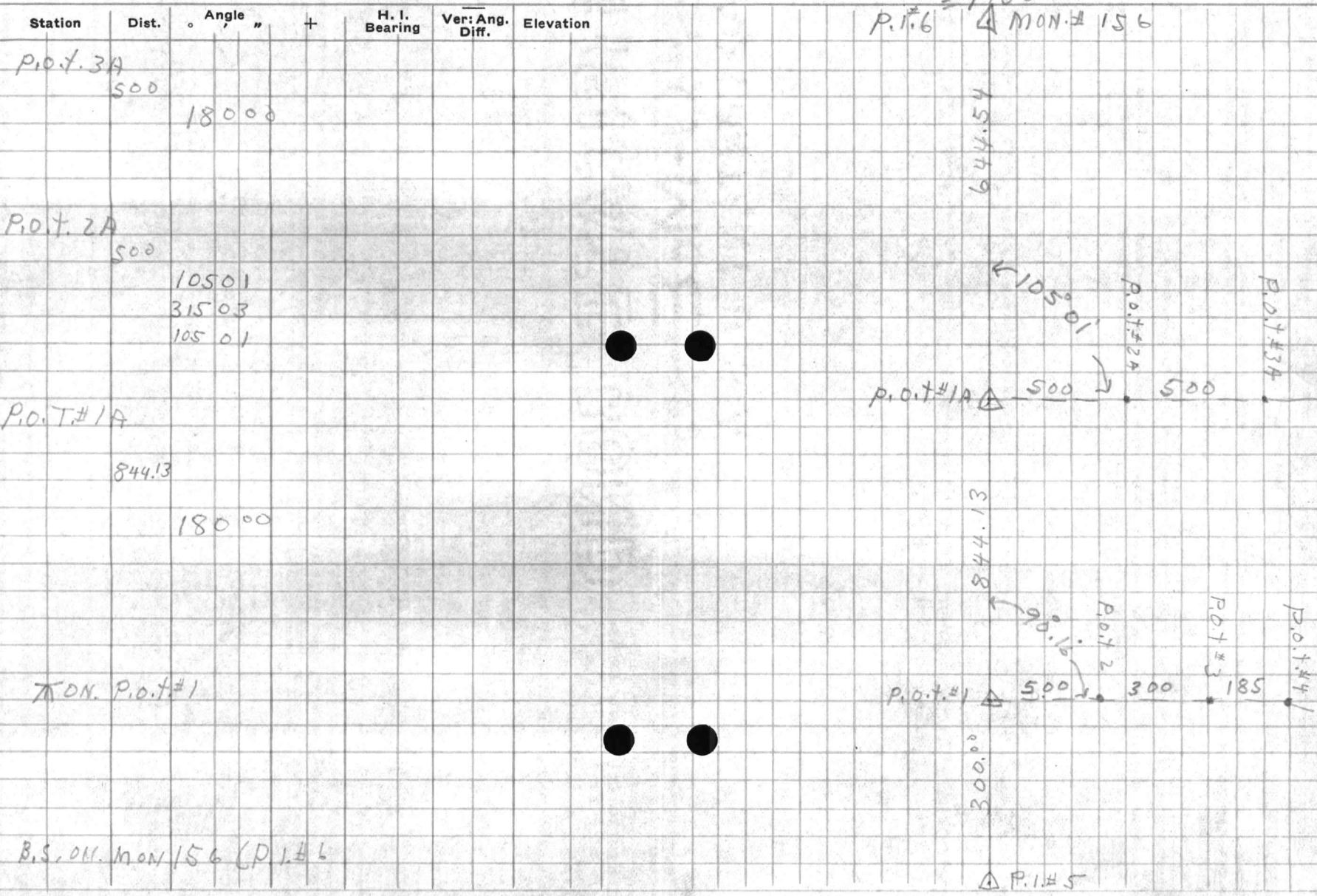
WEATHER

Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____
 Figured By _____
 Notes Checked By _____
 Plotted By _____

FILE No. _____
 Fldr. No. _____
 Sheet _____
 Date _____ 19__

Quad. No. _____

1788.67



7-1-1950

Report To
Public Works
DMS
Camp Lejeune
North Carolina

SUBJECT

Station _____
District _____
Area _____
Board _____
D.R. _____
Elevation _____

FIELD PARTY

In Charge _____
Instrument _____
Notes _____
Tape Read _____
Tape or Rod _____
Tape or Rod _____
Tape No. _____
Instrument No. _____

WEATHER

Snow _____
Fog _____
Rain _____
Clear _____
Clouds _____
Wind _____
Moderate _____
Cold _____
Faint _____
Faintly BV _____
Faintly Checked by _____
Picked by _____

FILE No.

Sheet No.

Sheet

Date

Field No.

VA
Return To
Public Works
Office
Camp LeJeune
North Carolina

SUBJECT

BENCH levels FOR
PLANE TABLE CONTROL
POINTS - MIKE HAMMOCK
BAY AREA

FIELD PARTY

In Charge
F. COOPER Instrument
Notes
PADGETT Tape Read
Ketchum Tape or Rod
Tape or Rod
Instrument No.
Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
Fair
Snow
Hot
Moderate
Cold
Fog

FILE No. _____

Fldr. No. _____

Sheet _____

Notes Checked By _____

Plotted By _____ Date AUG-10 1948

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
						30.035	B.M. ON 8" Red OAK. Elev. 30.035
P.O.T.#1	6.330	36.365			5.555	30.810	
T.P.	4.32	35.13			3.84	31.29	
P.O.T.#2	6.51	37.80			5.11	32.69	
P.O.T.#3	1.39	34.08			4.45	29.63	
T.P.	9.62	39.25			0.98	38.27	
P.O.T.#4	9.26	47.53			2.54	44.99	
T.P.	2.42	47.41			9.14	38.27	
T.P.	0.84	39.11			10.69	28.42	
T.P.	5.71	34.13			0.39	33.74	
T.P.	3.74	37.48			6.67	30.87	
B.M.	5.18	36.05			6.01	30.04	B.M. ON Red OAK. Elev. 30.035

Region To
Public Works
Office
Camp Label
North Carolina

SUBJECT

Station Dist

Area

Location

Dist. Area

Elevation

Truss No.

Span

Span

Span

Span

Span

Span

Span

Truss No.

Span

Span

Span

Span

Span

Span

Span

Truss No.

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

Span

VA

SUBJECT

Elevations For

Return To
Public Works
Office
Camp LeJeune
North Carolina

PLANE TABLE CONTROL
POINTS. Mile Hammock
BAY AREA

FIELD PARTY

In Charge _____
Instrument _____
Notes
Cooper
Ketchum
PAdgett
Tape Read
Tape or Rod _____
Tape or Rod _____
Instrument No. _____
Tape No. _____

WEATHER

Clear _____
Cloudy _____
Windy _____
Rain _____
Fair _____
Snow _____
Hot _____
Moderate _____
Cold _____
Fog _____

FILE No. _____

Fldr. No. _____

Figured By _____ Sheet _____

Notes Checked By _____

Plotted By _____ Date AUG 10 1948

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver. Ang. Diff.	Elevation	
						30.035	B.M. ON 8" Red Oak. Elev. 30.035
P.O.T. 1A		5 850		35 885	4.605	31.280	
P.O.T. #2A		2 72		34 00	7 62	26.38	
P.O.T. 3A		3 04		29 42	5 75	23.67	
T P		5 56		29 23	2 85	26.38	
T.P.		7 72		34 10	2 81	31.29	
		4 71		36 00	5 96	30.04	B.M. ON 8" Red Oak. Elev 30.035

WEATHER
 Clear _____
 Snow _____
 Cloudy _____
 Moderate _____
 Rain _____
 Cold _____
 Fog _____
 Filled By _____
 Notes Checked By _____
 Plotted By _____
 Grid No. _____

PARTY
 in Charge _____
 Instrument _____
 Notes _____
 Tape Read _____
 Tape on Rod _____
 Tape on Rod _____
 Instrument No. _____
 Tape No. _____

SUBJECT _____
 Return To _____
 Public Works _____
 Office _____
 Camp Lejeune _____
 North Carolina _____

452
 48.52

48.52
 5.54
54.06

6.50
37.56

45.12
 5.54
50.66

45.12
 6.50
51.62
 5.54
46.08

48.52
 6.50
 45.02
 5.54
39.98

17.00
17.00
 45

Station	Dist.	Angle	+	Baromet.	Off. Baromet.	Elevation
1	1.23	115.0		30.0	30.0	100.0
2	1.23	115.0		30.0	30.0	100.0
3	1.23	115.0		30.0	30.0	100.0
4	1.23	115.0		30.0	30.0	100.0
5	1.23	115.0		30.0	30.0	100.0
6	1.23	115.0		30.0	30.0	100.0
7	1.23	115.0		30.0	30.0	100.0
8	1.23	115.0		30.0	30.0	100.0
9	1.23	115.0		30.0	30.0	100.0
10	1.23	115.0		30.0	30.0	100.0

VALUABLE

SUBJECT

Traverse in
Mile Hammock Bay
AreaReturn To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

Tullington In Charge
Cooper Instrument
Notes
Ketchum Tape Read
Paddock Tape or Rod
Kowdz Tape or Rod
Instrument No.
Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
FairSnow
Hot
Moderate
Cold
Fog

FILE No. 240600

Fldr. No.

Sheet 1-4

Date 7-7 1948

Figured By

Notes Checked By

Plotted By

Quad. No.

Station	Dist.	Angle	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
---------	-------	-------	---	---------------	-----------------	-----------

PI#2
752.57 +0.08 Temp
-0.04 Grid

251 01 00

3303

251 01

Temp app 86°

P.I#1.

908.78 +0.11 Temp
-0.05 Grid

S 29° 30' W

199 20 30

238 01 30

199 20 30 M

At Mon. # 159

↑
S 8° 46' 54" W

"Crag"
B.S. ON CANTS

VALENTINE
Region To
Radio Work
Office
Camp Label
North Carolina

SUBJECT

Station

Dial

Angle

Easting

North

Ver. and Elevation

FIELD PARTY

Instrument

Notes

Table Read

Time or Rod

Time or Rod

Instrument No.

Table No.

WEATHER

Clear

Cloudy

Moonlight

Fog

Rain

Snow

Other

FILE NO.

FILE NO.

Sheet

Date

Sheet No.

ORANGE COUNTY

VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear
 Cloudy
 Windy
 Rain
 Fair

Snow
 Hot
 Moderate
 Cold
 Fog

FILE No. _____

Fldr. No. _____

Sheet 2

Notes Checked By _____

Plotted By _____ Date _____ 19____

Quad. No. _____

Station	Dist.	Angle " +	H. I. Bearing	Ver: Ang. Diff.	Elevation
P.I. # 7	623 ⁰⁸	+0.07 T -0.03 Grid			
	149 54				
	89 41 45				
	149 53 55				
P.I. # 6	443 ⁰⁸	+0.05 T -0.02 Grid			
	110 49				
	332 27		N 80° W		
	110 49				
P.I. # 5	548 ⁵³	+0.06 T -0.03 Grid			
	245 01				
	1503 15				
	245 01 03 M				
P.I. # 4	582 ⁴⁸	+0.07 T -0.03 Grid			
	179 19 30				
	177 58 15		N 72° W		
	179 19 25 M				
P.I. # 3	616 ⁴³	+0.07 Temp -0.03 Grid			
	184 39				
	193 57 15				
	184 39 05 M				

7. 11. 1918

Return to
Public Works
Office
Camp Lejeune
North Carolina

SUBJECT

Station

Dist.

Angle

+

Baromet.

Vel. Wind

Elevation

Tape No.

Instrument No.

Time of Day

Time or Rod

Tape Read

Notes

Instrument

in Charge

Card No.

Plotted By

Notes Checked By

Figured By

Wind

Clouds

Temp

WEATHER

File No.

Fig. No.

Sheet

Date

VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

_____ In Charge
_____ Instrument
_____ Notes
_____ Tape Read
_____ Tape or Rod
_____ Tape or Rod
_____ Instrument No.
_____ Tape No.

WEATHER

Clear _____
Cloudy _____
Windy _____
Rain _____
Fair _____
Snow _____
Hot _____
Moderate _____
Cold _____
Fog _____

FILE No. _____

Fldr. No. _____

Figured By _____ Sheet 3-4

Notes Checked By _____

Plotted By _____ Date _____ 19__

Quad. No. _____

Station	Dist.	Angle " "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
---------	-------	--------------	---	------------------	--------------------	-----------

PI 10 A

287 28 30
142 25
287 28 20 M

142-25
47 28 20

N 73° 40' 40" E

PI 8 = PI 11 A

257 21 30
52 04 15
257 21 25 M

VALUABLE

Return to
Public Works
Office
Camp Lejeune
North Carolina

CONTACT

Station Date Alt. Bearing Dist. + M. V. and Elevation
G.P.

RECORDED

FIELD PARTY

In Charge
Instrument
Notes
Tape Read
Tape of Rod
Tape of Rod
Instrument No.
Tape No.

WEATHER

Clear
Cloudy
Mist
Moderate
Rain
Fog
Faint
Rained By
Notes Checked By
Picked By

Grid No.

FILE NO.

FILE NO.

Sheet

Date

VALUABLE

SUBJECT _____

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear
 Cloudy
 Windy
 Rain
 Fair

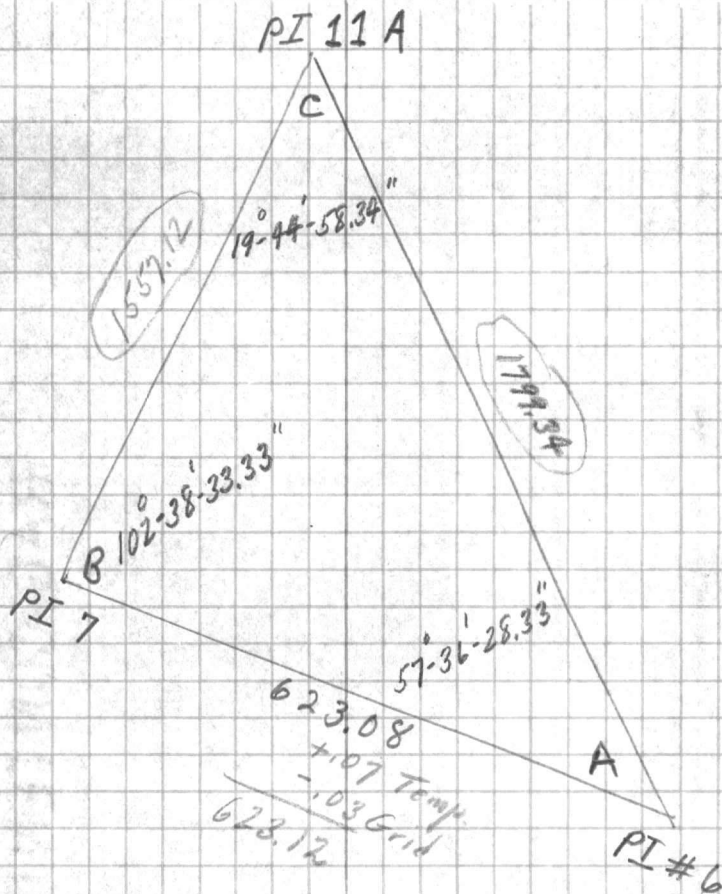
Snow
 Hot
 Moderate
 Cold
 Fog

Figured By _____
 Notes Checked By _____
 Plotted By _____

FILE No. _____
 Fldr. No. _____
 Sheet 4-4
 Date 7-8 1948

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
A		57 36 30 172 49 30 57 36 30				
B		102 38 30 307 55 45 102 38 35				
C		19 45 59 15 19 45				



VALUABLE

Return To
Public Works
Office
Camp Estab
North Carolina

SUBJECT

Station

Dist.

Angle

H. I.
Bearing

Vertical
Angle

FIELD PARTY

In Charge _____
Instrument _____
Notes _____
Tape Read _____
Tape of Rod _____
Tape of Rod _____
Instrument No. _____
Tape No. _____

WEATHER

Clear _____
Snow _____
Cloudy _____
Windy _____
Moderate _____
Rain _____
Fair _____
F. Glass _____
Notes _____
Checked By _____
Plotted By _____

FILE No

File No _____
Sheet _____
Date _____

Hand No

RECORDED
SERIALIZED
FEB 19 1944
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

PUBLIC WORKS DEPARTMENT
Camp Lejeune, North Carolina
Survey Department

File 240 Gen.
Quadrangle _____
Date _____
Sheet _____ of _____

Traverse Computation
Description

Control Traverse for Topog - Mile Hammock Bay + Island Water-way

Station	Distance	Bearing	Cosine	Sine	Latitude	Departure	Y Coordinate North	X Coordinate East
Mon. # 154 from "Crdg"		58°46'54" W					295,172.65	2,506,134.82
* P.I. #1 9+08.78 Mon. V.S.N. #42	908.84	S28-07-24 W	88193498	47137108	801.54 +23	428.40 +16	294,370.88	2,505,706.26
P.I. #2 7+52.57 Mon. V.S.N. #41	752.61	N80-51-36 W	15884737	98730315	119.55 -03	743.05 +27	294,490.40	2,504,962.94
P.I. #3 6+16.43	616.47	N76-12-31 W	2383875	97117012	146.96 -04	598.70 +24	294,637.32	2,504,364.00
P.I. #4 5+82.68	582.72	N76-53-06 W	22690629	9739166	132.22 -04	567.52 +24	294,769.50	2,503,796.24
P.I. #5 5+48.53	548.56	N11-52-01 W	97862779	20563962	536.84 -15	112.81 +04	295,306.19	2,503,683.39
P.I. #6 4+43.08	443.11	N81-03-01 W	1555677	98782523	68.93 -02	437.72 +16	295,395.10	2,503,245.51
P.I. #7 6+23.08 Mon. V.S.N. #175	623.12	S68-50-54 W	36083796	93262853	224.85 +6	581.14 +24	295,150.19	2,502,664.13
P.I. #8 = P.I. #11 A on "Crdg" to Point Traverse	1557.12	N33-47-41 W	83103571	55621907	1294.02 -38	866.10 +32	296,443.83	2,501,797.71
to P.I. #10		N73-40-40 E ✓					296,443.83	2,501,797.71
Mon. V.S.N. #179		N73-40-39 E						
Mon. # 175							295,150.19	2,502,664.13
Pt. X	1458.44	N75-12-14 W	2553801	9668407	372.46	1410.08	295,522.65	2,501,253.89
Mon. # 179							296,443.83	2,501,797.71
Pt. X	1070.14	S30-33-09 W	8611637	5083277	921.57	543.98	295,522.65	2,501,253.89
		S 00°00'01"						
					- 1026.39	- 4335.44	+ 0.95	+ 1.67
					+ 2298.52			
					+ 1272.13			

VALUABLE

SUBJECT

BENCH Levels

IN MILE HAMMOCK

BAY AREA

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____

Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____

FILE No. _____

Fldr. No. _____

Sheet

3-4

Figured By _____

Notes Checked By _____

Plotted By _____

Date _____ 19 _____

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
B.M.						7.655
						B.M. #11 Elev. 7.655
T.P.						
P.I. #1						
P.I. #2						
P.I. #3						
P.I. #4						
P.I. #5						
P.I. #6						
P.I. #7						
TP						
TP						
P.I. #3						
P.I. #2						
TP						
P.I. #1						

VALUABLE
Property To
Public Works
Office
Camp Station
North Carolina

SUBJECT

Station
Dist.
Area
Mt. Vernon
Elevation
Baromet.
Dir.

FIELD PARTY
In Charge
Instrument
Notes
Tape Book
Page of Book
Tape of Book
Number
Tape No.

WEATHER
Clear
Snow
Hot
Cloudy
Wind
Moderate
Cold
Rain
Fog
Fogged By
Checked By
Ruled By

RULE No.

Page No.

Date

1918 No.

VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp LeJeune
North Carolina

FIELD PARTY

_____ In Charge
_____ Instrument
_____ Notes
_____ Tape Read
_____ Tape or Rod
_____ Tape or Rod
_____ Instrument No.
_____ Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
Fair

Snow
Hot
Moderate
Cold
Fog

FILE No. _____

Fldr. No. _____

Sheet 4-4

Date _____ 19____

Figured By _____

Notes Checked By _____

Plotted By _____

Quad. No. _____

Station	Dist.	° Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
TP				455 9 67	483	5.12 4.84
B.M.				620 11.04	340	7.64

B.M. # 11 ELEV. 7.655

VALUABLE

Return To
Public Works
Office
Camp Lejeune
North Carolina

SUBJECT East Side - Traps Bay Traverse
From Int. of Cedar Point + Saddle Ferry Rd.
to Cedar Point on Inland Water-way

FIELD PARTY
Turlington in Charge
Cooper Instrument
Notes
Ketchum Tape Read
Padyk Tape or Rod
Candy Tape or Rod
Instrument No.
Tape No.

WEATHER
Clear
Cloudy
Windy
Rain
Fair
Snow
Hot
Moderate
Cold
Fog
Figured By
Notes Checked By
Plotted By
Quad. No.

FILE No. 240-604
Fldr. No. _____
Sheet 1-8
Date 6-9 1948

Station	Dist.	Angle	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
PI #3	636.34	+0.07 T -0.03 G				
	156.48	(D)				
	110.24	(S)		S 56° 30' W		
	156.48	(M)				

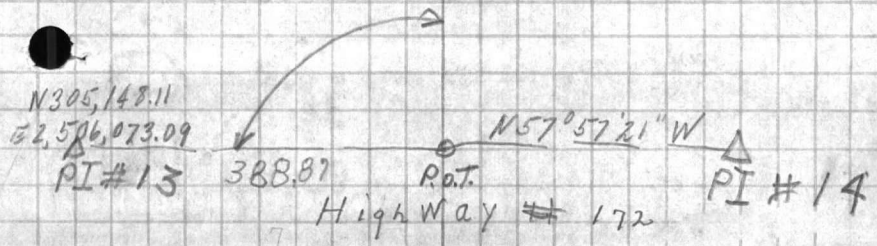
PI #2	419.56	+0.04 T -0.02 G		80°		
	192.19	(S)				
	216.58					
	192.19	(M)				

Temp about 80°

PI 1	850.69	+0.09 T -0.05 G				
	125.39					
	165.64					
	125.38	(M)		S 63° W		

△ PI 1

ADN POT	↑					
	388.87	+0.09 T -0.02 G				
BSON	↑					
PI #13						



VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

 _____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

 Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____

FILE No. _____

Fldr. No. _____

Sheet 2-8

Notes Checked By _____

Plotted By _____ Date _____ 19__

Quad. No. _____

Station	Dist.	Angle " +	H. I. Bearing	Ver: Ang. Diff.	Elevation
P.I. #7	372 ⁸⁴	+0.04T -0.02G			
		181°16'45" (1)		S55°30'W	
		183°50'30" (3)			
		181°16'50" M			
P.I. #6	381 ⁵⁵	+0.04T -0.02G			
		167°28'30" (1)			
		142°25'30" (3)			
		167°28'30" M			
P.I. #5	556 ²⁵	+0.06T -0.3G			
		144°23'30" (1)			
		73°10'30" (3)			
		144°23'30" M			
P.I. #4	323 ⁴⁵	+0.03T -0.02G			
		227°54'45" (1)			
		323°44'15" (3)			
		227°54'45" (M)			

VALUABLE

SUBJECT _____

Return To
 Public Works
 Office
 Camp LeJeune
 North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear
 Cloudy
 Windy
 Rain
 Fair

Snow
 Hot
 Moderate
 Cold
 Fog

FILE No. _____

Fldr. No. _____

Sheet 3-8

Figured By _____
 Notes Checked By _____

Plotted By _____ Date _____ 19____

Quad. No. _____

Station	Dist.	Angle " +	H. I. Bearing	Ver. Ang. Diff.	Elevation
P.I. #12		+0.03 T			
	329 ⁵³	-0.02 G			
	131	49 30			
	35	28 45			
	131	49 35			
P.I. #11		+0.05 T			
	524 ²⁰	-0.03 G			
	147	19	1		
	81	57	3	S 44 30 W	
	147	19	M		
P.I. #10		+0.05 T			
	475 ⁶⁵	-0.03 G			
	190	49	(1) 190-49	57	190-49
	211	27	(3) 212-27-15	211-27	28
	190	49	(M) 190-49-05	70-29	572 27
			190-29		360
					213
P.I. #9		+0.06 T			
	546 ¹⁴	-0.03 G			
	187	16	1		
	201	47 45	3	S 66° W	
	187	15 55	M		
P.I. #8		+0.05 T			
	482 ⁶⁴	-0.03 G			
	177	16 45	1		
	171	50 30	3		
	177	16 50	M		

VALUABLE

SUBJECT _____

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY
 _____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER
 Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____
 Figured By _____
 Notes Checked By _____
 Plotted By _____

FILE No. _____
 Fldr. No. _____
 Sheet 4-8
 Date _____ 19__

Quad. No. _____

Station	Dist.	Angle " +	H. I. Bearing	Ver: Ang. Diff.	Elevation
P.I.#17	280 ²⁰	+0.03T -0.02G			
	20714		206-43-45		141 165
	2604145		260-11-30	3	260-41-45
	2071355		206-43-30		86-53-55
					206-53-55
P.I.#16	147 ²⁰	+0.01T -0.01G			
	1680930				(1)
	1442845				(3) S 41° E
	1680935				M
P.I.#15	298 ²⁰	+0.03T -0.02G			
	17538				1
	16654				3
	17538				M
P.I.#14	292 ³⁰	+0.03T -0.02G			
	20928				(1)
	2682345				(3)
	2092755				(M)
P.I.#13	191 ¹⁹	+0.02T -0.01G			
	1311530		131-15-30		S 55° E
	364645		33-46-30	3	36-46-45
	1311535		131-15-30		12-15-35
					132-15-35

Public Works
Office
City of
San Francisco

SUBJECT

Section
City

Room

SEARCHED

INDEXED

FILED

U.S. DEPARTMENT OF
COMMERCE

OFFICE OF
MARITIME SAFETY

WASHINGTON, D.C.

RECEIVED

NOV 10 1954

11:30 AM

W. H. HARRIS
FOR
CITY OF
SAN FRANCISCO

RECEIVED BY
DATE

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

11/10/54

FILED

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

NOV 10 1954

VALUABLE

SUBJECT _____

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____

Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____

FILE No. _____
 Fldr. No. _____
 Sheet 5-8
 Date _____ 19____

Figured By _____
 Notes Checked By _____
 Plotted By _____
 Quad. No. _____

Station	Dist.	Angle " +	H. I. Bearing	Ver: Ang. Diff.	Elevation
P.I. #22		+0.03T			
	33750	-0.02G			
		20218			
		24654			
		20218	M		
P.I. #21		+0.04T			
	405 ⁹²	-0.02G			
		1913015	(1)		
		21431	(3)		
		1913020	(M)		
					Mon USMC # 189
P.I. #20		+0.03T			
	276 ⁹²	-0.02G			
		1990815	1		
		2372500	3		
		1990820	M		
					Mon USMC # 188
P.I. #19		+0.01T			
	148 ⁹²	-0.01G			
		21616	1		
		28848	3		
		21616	M		
					S 0° 30' W
P.I. #18		+0.03T			
	253 ⁹⁸	-0.02G			
		1590530	(1)		
		1171630	(3)		
		1590530	(M)		

VALUABLE

SUBJECT _____

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY
 _____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER
 Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____
 Figured By _____
 Notes Checked By _____
 Plotted By _____

FILE No. _____
 Fldr. No. _____
 Sheet 7-8
 Date _____ 19__

Quad. No. _____

Station	Dist.	Angle " +	H. I. Bearing	Ver: Ang. Diff.	Elevation
P.I. # 32	448 ⁹²	+0.057 -0.026			
	185-24	1			
	196-12	3		S 16° W	
	185-24	M			
P.I. # 31	541 ³⁸	+0.067 -0.036			
	180-08	1			
	180-24	3			
	180-08	M			
P.I. # 30	464 ¹³	+0.057 -0.026			
	179-54-30	1	?	179-54-00	
	179-43-30	3		179-42-15	
	179-54-30	M		179-54-00	
P.I. # 29	316 ⁸⁴	+0.037 -0.026			
	180-03-30	1			
	180-10-15	3		S 07° 00' W	
	180-03-25	M			
P.I. # 28	325 ¹⁵	+0.037 -0.026			
	180-29	1			
	181-26-45	3			
	180-28-55	M			

FILE NO. _____
SUBJECT _____
DATE _____

WEATHER

WEATHER

Clouds
Wind
Temp
Humidity
Pressure
Visibility
Remarks

FILE NO. _____

DATE _____
TIME _____
LOCATION _____
OBSERVER _____

STATION _____
DATE _____
TIME _____
OBSERVER _____

RECEIVED
MAY 19 1954

RECEIVED
Public Works
Camp, LaGrange
North Carolina

SUBJECT

Station

Date

Name

Division

Vertical Division

NAME OF PARTY

in Charge

Instrument

Name

and Read

Steps of E

Steps of P

Remarks

Top No.

WEATHER

Snow

Fog

Cloudy

Windy

Clear

Rain

Other

Remarks

FIELD No.

Page No.

Sheet No.

Date

Name

PUBLIC WORKS DEPARTMENT
Camp Lejeune, North Carolina
Survey Department

From Intersection of Crag Point + Sneads Ferry Rds. along East Side
of Traps Bay to Cedar Point on Inland Water-way

File 210-604
Quadrangle 220-240
Date _____
Sheet #1 of 2

Traverse Computation
Description

Control Traverse-

Station	Distance	Bearing	Cosine	Sine	Latitude	Departure d	Y Coordinate North	X Coordinate East
P.I. # 13 Nail in Int. of S.F. + Crag Pt. Rds		N57°57'21"W					305,148.11	2,506,073.09
P.O.T	388.89	"	53057283	84763935	+206.33	-329.64	305,354.44	2,505,743.45
P.I. #1	850.73	S67-41-35W	3795683	92516372	-322.91	-787.06	305,031.53	504,956.47
P.I. #2	419.58	S80-00-56W	1733808	98485486	-72.75	-413.23	304,958.78	543.28
P.I. #3	636.38	S56-49-03W	54730762	83693152	-848.36	-532.41	304,610.49	010.72
P.I. #4	323.46	N75-16-11W	25426906	96713352	+82.25	-312.83	304,692.74	503,697.92
P.I. #5	556.28	S69-07-20W	35637564	93434277	-198.24	-519.76	304,494.50	178.21
P.I. #6	381.57	S56-35-52W	55051312	83482651	-210.06	-318.54	304,284.44	502,859.70
P.I. #7	372.86	S57-52-43W	53171478	84692349	-198.26	-315.78	086.19	543.96
P.I. #8	482.66	S55-09-34W	57129466	82074504	-275.74	-396.14	303,810.45	147.90
P.I. #9	546.17	S62-25-31W	46290501	88640789	-252.82	-484.13	557.63	571,663.77
P.I. #10	475.67	S73-14-37W	28830304	95753922	-137.14	-455.47	420.50	208.55
P.I. #11	524.79	S40-33-38W	75971914	65025735	-398.69	-341.25	021.81	500,563.15
P.I. #12	329.54	S7-36-45E	99118666	13247264	-326.64	+43.66	302,695.18	521.20
P.I. #13	191.20	S56-21-14E	5540617	83247561	-105.94	+159.17	589.24	501,069.90
P.I. #14	292.31	S26-53-18E	89188964	45225311	-260.71	+132.20	328.53	502.20
P.I. #15	298.91	S31-15-16E	85487163	57883957	-255.53	+155.09	073.01	552.31
P.I. #16	147.70	S43-05-40E	73022853	68320297	-107.85	+100.94	301,965.16	558.24
P.I. #17	280.21	S16-22-09E	95946578	28182517	-268.85	+78.97	696.31	557.22
P.I. #18	253.09	S37-16-37E	79571726	60566826	-201.39	+153.29	494.92	90.52
P.I. #19	148.92	S1-00-36E	99984463	01762691	-148.90	+2.62	346.03	521,333.19

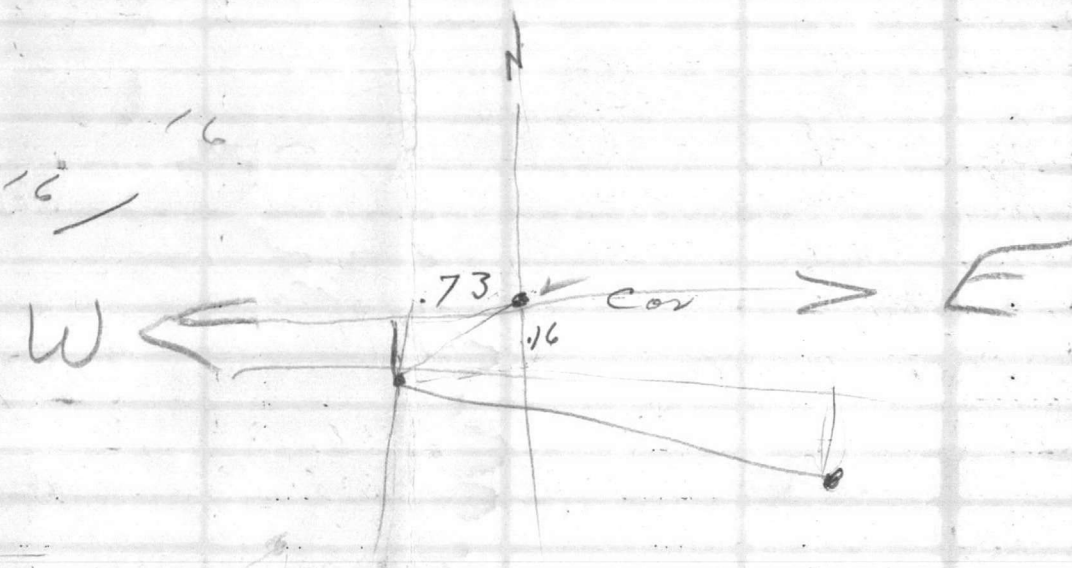
593

16
 2
 96
 16

9.900
 94 $\overline{)16.0}$
 94
 -94
 660

16
 96
 16

16
 1016



77
 65.964
 23.66

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PLANT INDUSTRY
WASHINGTON, D. C.

PLANT INDUSTRY

3080 108
511
1462
2207
2204

14

13
P.O.T.

26
1922

VALUABLE

SUBJECT Bench Levels from
Intersection Sneed's Ferry Rd
+ Earth Rd. to Cedar Point
Mon + to Craig

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY
Hamilton In Charge
Kellam Instrument
 _____ Notes
 _____ Tape Read
Campy Tape or Rod
Balsam Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER
 Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____
 Figured By _____
 Notes Checked By _____
 Plotted By _____

FILE No. _____
 Fldr. No. _____
 Sheet 1 of 6
 Date 6-29 1958

Quad. No. _____

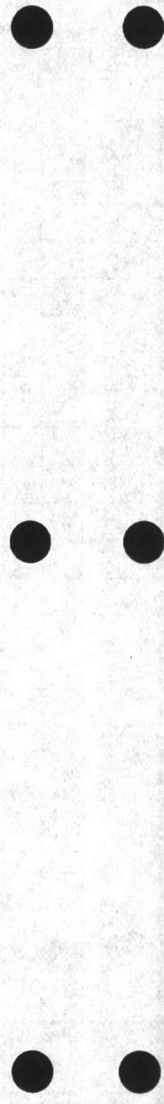
Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
BM#1			2 88			48 525	Nail in Intersection of Sneed's Ferry + Earth Rd.
TP				51 405	7 23	44 175	
			3 66	47 835			
BM#1B			4 72		6 05	41 785	15" Pine 200'± N.E. PI#1
				46 505			
PI#1					5 17	41 03	
TP			1 615		4 05	42 435	
				44 07			
TP			0 94		10 31	33 76	
				34 70			
BM#2B			4 65		3 00	31 50	15" Live Oak Near PI#3
				36 35			
PI#4					4 20	32 13	
TP			1 38		7 55	31 80	
				36 18			
TP			5 08		5 21	30 99	PI#5
				36 05			
TP			6 985		5 91	30 15	
				37 125			
BM#3B			3 12		2 18	34 955	18" Pine 200'± South PI#5 Near Bank of Road
				43 065			
TP			3 575		4 16	38 915	
				42 48			
TP			1 465		3 62	38 84	PI#7
				40 325			
TP			2 48		9 95	30 385	
				32 855			

FIELD BOOK
DATE
TIME
PLACE
WIND
TEMP
HUMIDITY
PRESSURE
CLOUDS
MOON
STARS
PLANETS
OTHER

NO. 1000
DATE
TIME

FIELD BOOK
DATE
TIME
PLACE
WIND
TEMP
HUMIDITY
PRESSURE
CLOUDS
MOON
STARS
PLANETS
OTHER

FIELD BOOK
DATE
TIME
PLACE
WIND
TEMP
HUMIDITY
PRESSURE
CLOUDS
MOON
STARS
PLANETS
OTHER



VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

_____ In Charge
_____ Instrument
_____ Notes
_____ Tape Read
_____ Tape or Rod
_____ Instrument No. _____
_____ Tape No. _____

WEATHER

Clear
Cloudy
Windy
Rain
Fair

Snow
Hot
Moderate
Cold
Fog

FILE No. _____

Fldr. No. _____

Figured By _____ Sheet 2 of 6

Notes Checked By _____

Plotted By _____ Date _____ 19____

Quad. No. _____

Station	Dist.	Angle " "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
TP			3 77	32 855	6 29	26 115	
PI#8				29 855	2 35	27 525	
TP			4 625	29 29	5 24	24 675	
BM#4B			1 90	29 72	0 92	28 32	15" Pine 100' ± East PI# 9
PI#9				3 59	26 13		
TP			5 12	25 78	9 06	20 68	
BM#5B			5 38	26 785	4 375	21 725	8" Pine 150' ± North PI# 11 Group of three Pines
TP			7 03	30 115	3 90	23 385	
TP			5 11	28 035	7 48	22 935	PI# 12
				5 50	22 535		PI# 13
TP			3 305	19 28	12 06	15 925	
				5 75	13 53		PI# 14
BM#6B			1 86	9 39	11 77	7 54	12" Pine 100' ± SE PI# 14
PI#15				4 17	5 325		
TP			8 585	17 03	0 895	8 445	

VALUABLE

SUBJECT

Station
Office
Camp
Canton

Station

Date

RA

Ref No

Dist

FIELD REPORT

INSTRUMENT

DATE

TIME

LOCATION

REMARKS

WEATHER

TEMP

WIND

MOON

SEA

STATE

LINE NO

FOR NO

DATE

TIME

PLACE

REMARKS

STATE

COUNTY

TOWNSHIP

RANGE

SECTION

ACRES

ADJACENT

OWNER

REMARKS

DATE

TIME

PLACE

STATE

COUNTY

TOWNSHIP

RANGE

SECTION

ACRES

ADJACENT

OWNER

REMARKS

DATE

TIME

PLACE

STATE

COUNTY

210010

VALUABLE

SUBJECT _____

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear
 Cloudy
 Windy
 Rain
 Fair

Snow
 Hot
 Moderate
 Cold
 Fog

FILE No. _____

Fldr. No. _____

Sheet 346

Date _____ 19__

Figured By _____
 Notes Checked By _____
 Plotted By _____

Quad. No. _____

Station	Dist.	Angle	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
TP	3 15	17 03		4 565	12 765	495	PI# 16
BIM# 7 "B"	2 94	15 615		6 82	8 775	825	13" Gum 100'± NW PI# 15
TP	6 22	11 235		7 93	3 805	835	
		10 025		4 20	5 825	865	PI# 18
TP	2 28	8 195		4 11	5 475	955	PI# 19
BIM PI# 20	12 74	20 685		0 25	7 445	215	213 MC# 188
TP	11 07	31 32		0 435	20 25	20	
PI# 21	4 69	37 33		1 69	29 67	68	213 MC# 189
TP	1 595	24 63		11 295	23 635	675	PI# 22
TP	1 745	16 36		10 05	4 655	67	
				10 07	6 36	36	PI# 23
BIM# 8 "B"	2 525	10 17		8 715	7 67	685	12" Pine 20'± PI# 23
TP	5 69	13 10		2 96	7 71	75	
				5 67	7 77	77	PI# 24
BIM# 9 "B"	2 31			7 265	6 735	165	10" Bay 150'± South PI# 24
				8 45			

TABLE

SUBJECT

Section 70
Public Works
Office
Civil Service
North Carolina

Section

Section 70
Public Works
Office
Civil Service
North Carolina

WEATHER
Clear
Cloudy
Windy
Rain
Fog

TEMPERATURE
In Shade
Wind
Wet Bulb
Frost

DATE

TIME

PLACE

NAME

Wind

Direction
Force
Speed
Time
Amount
Type

RECEIVED

VALUABLE

Return To
Public Works
Office
Camp Lejeune
North Carolina

SUBJECT _____

FIELD PARTY
 _____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Instrument No. _____
 _____ Tape No. _____

WEATHER
 Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____

FILE No. _____
Fldr. No. _____
Sheet 4 of 6
Date _____ 19____
Figured By _____
Notes Checked By _____
Plotted By _____
Quad. No. _____

Station	Dist.	Angle °	+	H. I. Bearing	Ver. Ang. Diff.	Elevation	
TP	2 90	8 115			3 51	9 21	
BM #108	6 07	7 835			3 30	5 58	14" Maple
TP	6 45	10 575			2 045	8 58	
TP	6 525	14 88			2 27	12 26	
		19 215			6 60	12 665	PI # 28
BM #118	1 645	11 07			9 79	9 275	10" Pine 100'± South PI # 28
TP	2 26	6 79			4 21	6 76	PI # 29
TP	3 375	5 58			4 54	7 58	
TP	4 86	6 31			4 17	2 67	PI # 30
TP	4 32	7 32			4 585	2 255	
BM	5 39	4 36			4 13	1 58	PI # 31 (PI # 12 A Craig traverse)
					4 05	2 32	PI # 32
					3 31	3 26	
					3 35	3 22	Cedar Point Man.

ADDITIONAL

SUBJECT

Return to
Public Works
Office
Camp Lejeune
North Carolina

Station

Date

Appr.

Station
City

Unit
Vapor
Division

WEATHER

FEET PARTY

Snow
Ice
Fog
Mists
Cloud
Rain
Thunder

Wind
Direction
Force
Temperature
Barometer
Humidity

Observed By

Station

Checked By

Time of Day

Plotted By

Date & Time

Graph No.

Station

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

VALUABLE

SUBJECT _____

Return To
Public Works
Office
Camp Lejeune
North Carolina

FIELD PARTY

____ In Charge
____ Instrument
____ Notes
____ Tape Read
____ Tape or Rod
____ Tape or Rod
____ Instrument No.
____ Tape No.

WEATHER

Clear
Cloudy
Windy
Rain
Fair

Snow
Hot
Moderate
Cold
Fog

FILE No. _____

Fldr. No. _____

Sheet 5 of 6

Date _____ 19__

Figured By _____

Notes Checked By _____

Plotted By _____

Quad. No. _____

Station	Dist.	Angle " "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation	
TP				7 36		3 50	
	352				4 12	2 94	
TP				6 50		5 4	
	388				5 02	1 48	PI# 31 PI# 12 A
TP				5 36		6 5	
	465				3 77	1 59	
TP				6 29		8 7	
	477				4 13	1 87	PI# 11 "A" = P.I. # 8
TP				6 58		2 28	
	480				4 36	2 22	PI# 10 "A"
BIP# 13 "B"				7 02		4 34	
	260				2 75	4 27	24" Oak 50' West PI# 9A
TP				6 27		2 2	
	616				2 70	4 22	PI# 8 "A"
TP				10 33		8 86	
	979				1 53	8 74	
TP				18 58		11 33	
					7 33	11 33	PI# 7 "A"
TP				5 40		17 44	
				22 44		20 58	
TP				4 21		20 73	
	421				2 01	20 73	PI# 6 "A"
TP				27 64		21 64	
	379				3 60	21 64	PI# 5 "A"
TP				27 83		19 86	
	465				4 94	19 86	PI# 4 "A"
TP				29 52 5		13 26 3	
	413				11 27	13 26 3	PI# 3 "A"
TP				17 38 5		16 78 2	
	613				0 60	16 78 2	
TP				22 91 5			

TABLE

Green 10
Blue 10
Orange
Red
Yellow

Color

Angle

Beam

Vertical Division

FIELD PARTY

Change
Location
Notes
Latitude
Time of Day
State of Sky
Remarks

WEATHER

Snow
Fog
Clear
Partly Cloudy
Overcast
Thunder
Rain
Wind

TIME

Date

Sheet

Date

Time

Vertical Division

VALUABLE

SUBJECT _____

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
 _____ Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear
 Cloudy
 Windy
 Rain
 Fair

Snow
 Hot
 Moderate
 Cold
 Fog

FILE No. _____

Fldr. No. _____

Sheet 546

Date _____ 19____

Figured By _____
 Notes Checked By _____
 Plotted By _____

Quad. No. _____

Station	Dist.	Angle " "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
TP		2 39.5		22915	7 51 18	55.5
B/D				2087	8 67 12	31 23 (12 31.5) A Craig

VALUABLE

SUBJECT HIGH WATER CHECK
AT HURST BEACH BRIDGE,
MILE HAMMOCK BAY AND
SNEEDS FERRY BRIDGE.

Return To
 Public Works
 Office
 Camp Lejeune
 North Carolina

FIELD PARTY

_____ In Charge
 _____ Instrument
DENNIS Notes
 _____ Tape Read
 _____ Tape or Rod
 _____ Instrument No.
 _____ Tape No.

WEATHER

Clear _____
 Cloudy _____
 Windy _____
 Rain _____
 Fair _____
 Snow _____
 Hot _____
 Moderate _____
 Cold _____
 Fog _____

FILE No. 240 Gen.

Fldr. No. _____

Figured By _____ Sheet 10 F1

Notes Checked By _____

Plotted By _____ Date 10-2-51

Quad. No. _____

Station	Dist.	Angle "	+	H. I. Bearing	Ver: Ang. Diff.	Elevation
B.M. ON PEIR.	3.48			9.29		5.81
					6.50	3.70
					6.50	3.79
AT HURST BEACH BRIDGE					6.50	3.79
					7.42	1.67
					3.48	5.81
B.M. ON HICKORY TREE NEAR RI. #1 "B"	2.98			11.34		8.36
					9.10	2.24
					9.10	2.24
AT MILE HAMMOCK BAY					9.95	1.39
					2.98	8.36
B.M.	0.35			9.41		9.06
					7.55	1.86
					7.45	1.96
AT SNEEDS FERRY BRIDGE					7.50	1.91
					7.55	1.86
					8.20	1.15
					7.65	1.76
					7.70	1.71
					7.75	1.66
					0.35	

No Rain
Storm Tide - Hurricane 200 mi. Off Shore
3 SHOTS SOUTH PROPOSED BRIDGE
TIDE AT 1350

TIDE AT 1415

ON N.E. COR. EMBUTMENT END OF BRIDGE

Mean } 1.82

TIDE AT 1505

Mean }

VALUABLE

SUBJECT Soil Test Borings
Staging Area -
Mile Hammock Bay

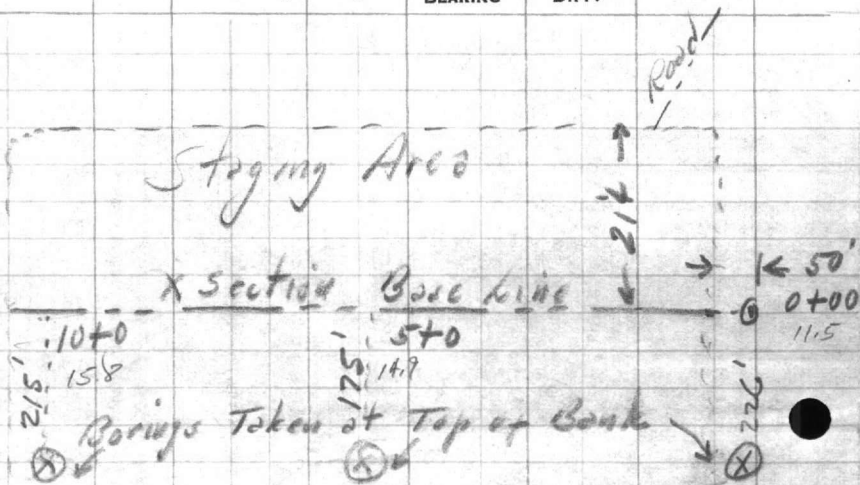
RETURN TO
 PUBLIC WORKS
 OFFICE
 CAMP LEJEUNE
 NORTH CAROLINA

FIELD PARTY
Guthrie IN CHARGE
 INSTRUMENT _____
 NOTES _____
 TAPE READ _____
 TAPE OR ROD _____
 TAPE OR ROD _____
 INSTRUMENT No. _____
 TAPE No. _____

WEATHER
 CLEAR _____
 CLOUDY _____
 WINDY _____
 RAIN _____
 FOG _____
 SNOW _____
 HOT _____
 MODERATE _____
 COLD _____
 FIGURED BY _____
 NOTES CHECKED BY _____
 PLOTTED BY _____

FILE No. _____
 FLDR. No. _____
 SHEET _____
 DATE 8/16 1953
 Quad. No. 135

STATION	DIST.	ANGLE " "	H. I. BEARING	VER. ANG. DIFF.	ELEVATION
---------	-------	--------------	------------------	--------------------	-----------



elev ground at Boreing (1) = 8.56 4.6
 Dist from water line = 50'

elev ground at Boreing (2) = 9.12 3.1
 Dist from water line = 72'

elev. ground at Boreing (3) = 11.69 2.7
 Dist from water line = 56'

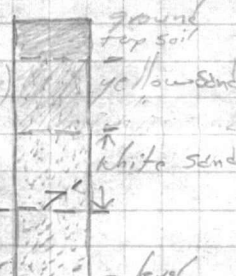
Boreing # 1 STA. 0+00
 1 FT Top soil
 8' white sand water
 cut down
 water table 4' deep



Boreing # 2 STA. 5+00
 1 FT TOP SOIL MIXED with
 shells
 8' light yellow sand.
 water table 6' deep



Boreing # 3 STA. 10+00
 1 FT Top soil
 5' yellow sand. clay traces
 2' white
 white cut down
 water level 9'



MEMORANDUM TO THE FILES

From: Thomas J. Dillon, Cadastral Engineer, GS-9

Subj: ^{Vertical} Horizontal Control Data in Relation to Construction of Piers
and Ramps and Entrance Channel at Mile Hammock Bay on the
Intracoastal Waterway

1. In the preparation of a Topographic Map covering the proposed site for a Boat Basin, near New River Inlet, on the Marine Corps Reservation, Control Bench Marks were established by using previously established Bench Marks on the Sneads Ferry - Duck Creek Road, established by the engineering firm of Carr & Greiner, whose Level Net originated from U. S. Coast and Geodetic Bench Marks established as First Order Leveling from Portsmouth, Virginia to Navassa, N. C., as listed in U. S. Department of Commerce, Coast and Geodetic Survey Leveling in N. C., Special Publication No. 21D. This datum is Mean Sea Level and was used as the ~~Horizontal~~ ^{Vertical} Data for Mapping and Constructing Camp Lejeune.

2. In tying the established network to the Controlling Bench Mark used by the U. S. Corps of Engineers at New River Inlet for their prepared Hydrographic Chart of the Entrance to New River, we find our Mean Sea Level Elevations varying from the published difference between the Camp Datum of Mean Sea Level and the Corps of Engineers Datum of Mean Low Water. This difference, as published in Special Publication No. 21D, should be 2.01 ft. and is verified by a letter from the Wilmington office of the C. of E., a photostatic copy of which is attached. We have previously made a comparative relation tie to U.S.E. Sta. Hubert, located approximately three miles North of the Northeast Boundary Corner of Camp Lejeune. The Mean Sea Level Elevation showed a variation of 1.95 ft. which compares favorably with the published difference of 2.01 ft.

3. It was decided to make an independent check of the Bench Marks established for the Topographic Map of Mile Hammock Bay and the Controlling Bench Mark of the Corps of Engineers at New River Inlet, and therefore a Level Run of approximately sixteen miles was completed through these Bench Marks, starting at a First Order Station established by the U.S.C.&G. on the A.C.L. Railroad near Dixon and tying to a Second Order Station established by the U.S.C.&G. on a circuit from Holly Ridge to New Topsail and New River Inlet.

4. This check run verified the previously established elevations by 0.1 ft., thereby proving the Camp Lejeune, Mean Sea Level Elevation Bench Marks as being accurate.

5. We now find ourselves with a difference of 0.50 ft. between Mean Sea Level and Mean Low Water at New River Inlet as established by a Level Circuit, as compared to a difference of 2.01 ft. as published by the U. S. Coast and Geodetic Surveys.

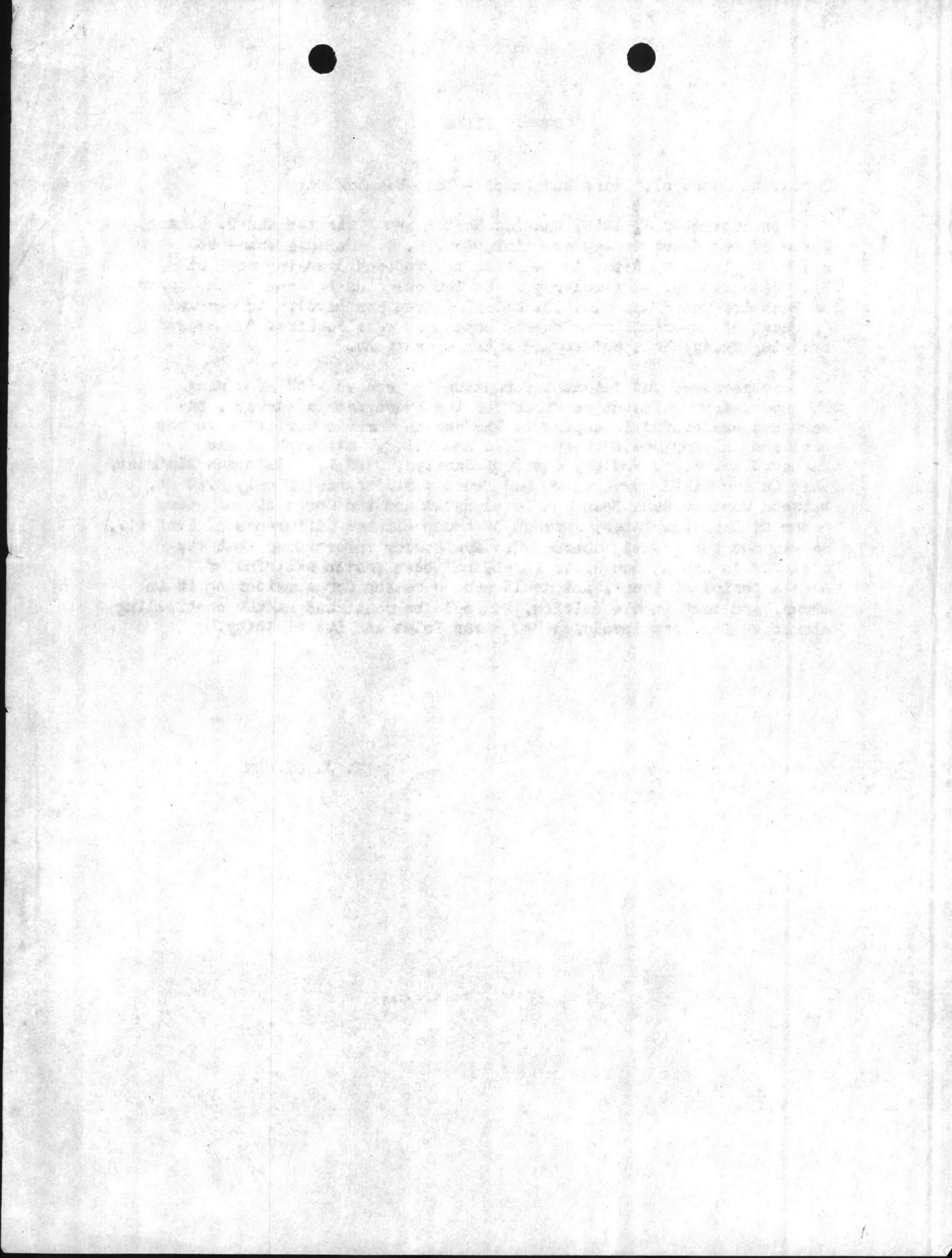
MEMO TO FILES

Vertical
~~Horizontal~~ Control, Piers and Ramps - Mile Hammock Bay

On September 3, 1953, Charles Morton and I visited the U. S. Army Corps of Engineers Office at Wilmington, N. C. We were there to secure Engineering Data, in relation to proposed Dredging work at Mile Hammock Bay, particularly as to the relation between U.S.S. Datum of Mean Low Water and U.S.C.G. Datum of Mean Sea Level. We were also in quest of information as to the necessary gear required for measuring dredging areas, both before and after operations.

We received sufficient information to proceed with acquiring the necessary equipment required for the hydrographic surveys, but were not successful in coming to the reason for the variation in the published difference between M.S.L. and M.L.W. Although we had informed Mr. W. F. Fowler, Chief of Surveys, C of E, Wilmington District, that in our field surveys, we had found a difference of only 0.50 ft. between Camp Lejeune Mean Sea Level Datum and the Corps of Engineers Datum of Mean Low Water, instead of the published difference of 2.01 ft., he was not too greatly concerned. Mr. Fowler informed me that the data now in use at New River Inlet, had been proven satisfactory over a period of years, and could see no reason for considering it in error, and that in his opinion, it would be continued as the controlling elevation for work involving New River Inlet and its vicinity.

T. J. DILLON



PWD

CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
WILMINGTON DISTRICT
308 Customhouse
WILMINGTON, N. C.

1 October 1954

Appendices to Bulletin on the Atlantic
Intracoastal Waterway, Wilmington, N. C.,
District, dated 1 October 1954

A-1. Controlling Dimensions of Channel. - Based on the latest surveys, the controlling dimensions of the Atlantic Intracoastal Waterway in this district are as follows:

Section	Length in statute miles	Project width	Controlling depth for 80 percent of project width in midchannel
Virginia Line to North Carolina Cut	11.5	250	12.0
North Carolina Cut	6.0	90	12.0
North Carolina Cut to North River Bar	12.0	250	12.0
North River Bar to Albermarle Sound	2.0	300	12.0
Albermarle Sound	12.5	(a)	----
Alligator River to Land Cut	25.2	250	10.5
Alligator - Pungo Land Cut	22.5	90	12.0
Pungo River to Durants Point	8.1	250	12.0
Durants Point to mouth of Goose Creek	15.6	(a)	----
Goose Creek to Land Cut	5.5	250	12.0
Goose Creek-Bay River Land Cut	3.8	90	12.0
Bay River	1.6	250	12.0
Bay River to mouth Adams Creek	24.0	(a)	----
Adams Creek to head	6.0	250	12.0
Head of Adams Creek to Land Cut	1.0	125	12.0
Adams Creek-Core Creek Land Cut	6.3	90	10.0
Land Cut to mouth of Core Creek	2.2	125	11.3
Newport River to Morehead City Bridge	4.0	250	12.0
Morehead City to Broad Creek	13.6	90	12.0
Broad Creek to Guthrie Point	6.8	90	12.0
Guthrie Point to Swansboro	5.7	90	11.0
Swansboro to Bear Creek	6.0	90	10.0
Bear Creek to New River	10.9	90	10.0
New River to Dixon Point	11.5	90	10.0
Dixon Point to Virginia Creek	5.5	90	12.0
Virginia Creek to Old Point	6.6	90	12.0
Old Point to Wrightsville Causeway	12.7	90	10.0
Wrightsville Causeway to Everett Creek	7.8	90	10.6

OFFICE OF THE DISTRICT ATTORNEY
 DISTRICT OF COLUMBIA
 500 CAPITOL BUILDING
 WASHINGTON, D. C.

AGREEMENT TO SETTLE ON THE RECORD
 THE MATTER OF THE DISTRICT OF COLUMBIA
 IN RE: [Illegible Name]

The undersigned, District Attorney of the District of Columbia, and the undersigned, the undersigned, do hereby certify that the following is the list of the parties to the above-entitled matter, and the names of the parties to the same, as shown by the records of the District of Columbia.

Case No.	Party	Address	Attorney
100	John Doe	100 Main St	John Doe
101	Jane Smith	200 Main St	Jane Smith
102	John Doe	300 Main St	John Doe
103	Jane Smith	400 Main St	Jane Smith
104	John Doe	500 Main St	John Doe
105	Jane Smith	600 Main St	Jane Smith
106	John Doe	700 Main St	John Doe
107	Jane Smith	800 Main St	Jane Smith
108	John Doe	900 Main St	John Doe
109	Jane Smith	1000 Main St	Jane Smith
110	John Doe	1100 Main St	John Doe
111	Jane Smith	1200 Main St	Jane Smith
112	John Doe	1300 Main St	John Doe
113	Jane Smith	1400 Main St	Jane Smith
114	John Doe	1500 Main St	John Doe
115	Jane Smith	1600 Main St	Jane Smith
116	John Doe	1700 Main St	John Doe
117	Jane Smith	1800 Main St	Jane Smith
118	John Doe	1900 Main St	John Doe
119	Jane Smith	2000 Main St	Jane Smith
120	John Doe	2100 Main St	John Doe
121	Jane Smith	2200 Main St	Jane Smith
122	John Doe	2300 Main St	John Doe
123	Jane Smith	2400 Main St	Jane Smith
124	John Doe	2500 Main St	John Doe
125	Jane Smith	2600 Main St	Jane Smith
126	John Doe	2700 Main St	John Doe
127	Jane Smith	2800 Main St	Jane Smith
128	John Doe	2900 Main St	John Doe
129	Jane Smith	3000 Main St	Jane Smith
130	John Doe	3100 Main St	John Doe
131	Jane Smith	3200 Main St	Jane Smith
132	John Doe	3300 Main St	John Doe
133	Jane Smith	3400 Main St	Jane Smith
134	John Doe	3500 Main St	John Doe
135	Jane Smith	3600 Main St	Jane Smith
136	John Doe	3700 Main St	John Doe
137	Jane Smith	3800 Main St	Jane Smith
138	John Doe	3900 Main St	John Doe
139	Jane Smith	4000 Main St	Jane Smith
140	John Doe	4100 Main St	John Doe
141	Jane Smith	4200 Main St	Jane Smith
142	John Doe	4300 Main St	John Doe
143	Jane Smith	4400 Main St	Jane Smith
144	John Doe	4500 Main St	John Doe
145	Jane Smith	4600 Main St	Jane Smith
146	John Doe	4700 Main St	John Doe
147	Jane Smith	4800 Main St	Jane Smith
148	John Doe	4900 Main St	John Doe
149	Jane Smith	5000 Main St	Jane Smith
150	John Doe	5100 Main St	John Doe

Section	Length in statute miles	Project width	Controlling dept' for 80 percent o project width in midchannel
Everett Creek to Cape Fear River	8.0	90	12.0
Cape Fear River to Southport	9.8	(a)	----
Southport to Lockwoods Folly River	12.1	90	12.0
Lockwoods Folly River to Shallotte River	8.9	90	12.0
Shallotte River to Seaside	6.8	90	11.0
Seaside to Little River	5.5	90	11.4

NOTE: (a) Natural channels exceed project dimensions for the waterway.

Virginia - N. C. State Line to Albermarle Sound (33 Miles). Project depth of 12 feet is available along the channel centerline with some encroachment of shoaling from the channel sides at various places (surveyed May 1950).

Alligator River to Pamlico River (65 Miles). Shoal 1000' long, with maximum width of 90 feet, in western half of channel (250 feet wide), opposite former Alligator River Light 6, Mile 81, Chart 831. This light has now been changed to Alligator River Daybeacon 6. Alligator River Lighted Buoy 6A has been established approximately 60 yards 150 degrees from Daybeacon 6, in 12 feet of water, to mark the outer edge of this shoal encroaching into the channel (surveyed February 1954).

Shoal, 4 miles long, exists between a point 2,000 feet north of Light 31 and Buoy C 41, Alligator River. Best water, 10.5 feet, is along the channel centerline (surveyed February 1954).

Pamlico River to Neuse River (16 Miles). Project depth of 12 feet is available along the channel centerline (examined June 1950).

Neuse River to Morehead City (21 Miles). There is a controlling depth of not less than 10.0 feet along the channel centerline between Adams Creek and Morehead City (examined March 1954).

Morehead City to Swansboro (26 Miles). A controlling depth of not less than 11.0 feet is available along the channel centerline (surveyed January and June 1954.)

Swansboro to New River (16 Miles). A controlling depth of not less than 10 feet is available along the channel centerline (surveyed July 1954).

New River to Wrightsville Causeway (37 Miles). A controlling depth of not less than 10 feet is available along the channel centerline (surveyed July and August 1954).

Station	Distance from Mouth of River (Miles)	Channel Width (Feet)	Channel Depth (Feet)	Channel Shape
Station 1	0.0	100	2.0	Wide, shallow
Station 2	0.5	150	3.0	Wide, shallow
Station 3	1.0	200	4.0	Wide, shallow
Station 4	1.5	250	5.0	Wide, shallow
Station 5	2.0	300	6.0	Wide, shallow
Station 6	2.5	350	7.0	Wide, shallow
Station 7	3.0	400	8.0	Wide, shallow
Station 8	3.5	450	9.0	Wide, shallow
Station 9	4.0	500	10.0	Wide, shallow
Station 10	4.5	550	11.0	Wide, shallow
Station 11	5.0	600	12.0	Wide, shallow
Station 12	5.5	650	13.0	Wide, shallow
Station 13	6.0	700	14.0	Wide, shallow
Station 14	6.5	750	15.0	Wide, shallow
Station 15	7.0	800	16.0	Wide, shallow
Station 16	7.5	850	17.0	Wide, shallow
Station 17	8.0	900	18.0	Wide, shallow
Station 18	8.5	950	19.0	Wide, shallow
Station 19	9.0	1000	20.0	Wide, shallow
Station 20	9.5	1050	21.0	Wide, shallow
Station 21	10.0	1100	22.0	Wide, shallow
Station 22	10.5	1150	23.0	Wide, shallow
Station 23	11.0	1200	24.0	Wide, shallow
Station 24	11.5	1250	25.0	Wide, shallow
Station 25	12.0	1300	26.0	Wide, shallow
Station 26	12.5	1350	27.0	Wide, shallow
Station 27	13.0	1400	28.0	Wide, shallow
Station 28	13.5	1450	29.0	Wide, shallow
Station 29	14.0	1500	30.0	Wide, shallow
Station 30	14.5	1550	31.0	Wide, shallow
Station 31	15.0	1600	32.0	Wide, shallow
Station 32	15.5	1650	33.0	Wide, shallow
Station 33	16.0	1700	34.0	Wide, shallow
Station 34	16.5	1750	35.0	Wide, shallow
Station 35	17.0	1800	36.0	Wide, shallow
Station 36	17.5	1850	37.0	Wide, shallow
Station 37	18.0	1900	38.0	Wide, shallow
Station 38	18.5	1950	39.0	Wide, shallow
Station 39	19.0	2000	40.0	Wide, shallow
Station 40	19.5	2050	41.0	Wide, shallow
Station 41	20.0	2100	42.0	Wide, shallow
Station 42	20.5	2150	43.0	Wide, shallow
Station 43	21.0	2200	44.0	Wide, shallow
Station 44	21.5	2250	45.0	Wide, shallow
Station 45	22.0	2300	46.0	Wide, shallow
Station 46	22.5	2350	47.0	Wide, shallow
Station 47	23.0	2400	48.0	Wide, shallow
Station 48	23.5	2450	49.0	Wide, shallow
Station 49	24.0	2500	50.0	Wide, shallow
Station 50	24.5	2550	51.0	Wide, shallow
Station 51	25.0	2600	52.0	Wide, shallow
Station 52	25.5	2650	53.0	Wide, shallow
Station 53	26.0	2700	54.0	Wide, shallow
Station 54	26.5	2750	55.0	Wide, shallow
Station 55	27.0	2800	56.0	Wide, shallow
Station 56	27.5	2850	57.0	Wide, shallow
Station 57	28.0	2900	58.0	Wide, shallow
Station 58	28.5	2950	59.0	Wide, shallow
Station 59	29.0	3000	60.0	Wide, shallow
Station 60	29.5	3050	61.0	Wide, shallow
Station 61	30.0	3100	62.0	Wide, shallow
Station 62	30.5	3150	63.0	Wide, shallow
Station 63	31.0	3200	64.0	Wide, shallow
Station 64	31.5	3250	65.0	Wide, shallow
Station 65	32.0	3300	66.0	Wide, shallow
Station 66	32.5	3350	67.0	Wide, shallow
Station 67	33.0	3400	68.0	Wide, shallow
Station 68	33.5	3450	69.0	Wide, shallow
Station 69	34.0	3500	70.0	Wide, shallow
Station 70	34.5	3550	71.0	Wide, shallow
Station 71	35.0	3600	72.0	Wide, shallow
Station 72	35.5	3650	73.0	Wide, shallow
Station 73	36.0	3700	74.0	Wide, shallow
Station 74	36.5	3750	75.0	Wide, shallow
Station 75	37.0	3800	76.0	Wide, shallow
Station 76	37.5	3850	77.0	Wide, shallow
Station 77	38.0	3900	78.0	Wide, shallow
Station 78	38.5	3950	79.0	Wide, shallow
Station 79	39.0	4000	80.0	Wide, shallow
Station 80	39.5	4050	81.0	Wide, shallow
Station 81	40.0	4100	82.0	Wide, shallow
Station 82	40.5	4150	83.0	Wide, shallow
Station 83	41.0	4200	84.0	Wide, shallow
Station 84	41.5	4250	85.0	Wide, shallow
Station 85	42.0	4300	86.0	Wide, shallow
Station 86	42.5	4350	87.0	Wide, shallow
Station 87	43.0	4400	88.0	Wide, shallow
Station 88	43.5	4450	89.0	Wide, shallow
Station 89	44.0	4500	90.0	Wide, shallow
Station 90	44.5	4550	91.0	Wide, shallow
Station 91	45.0	4600	92.0	Wide, shallow
Station 92	45.5	4650	93.0	Wide, shallow
Station 93	46.0	4700	94.0	Wide, shallow
Station 94	46.5	4750	95.0	Wide, shallow
Station 95	47.0	4800	96.0	Wide, shallow
Station 96	47.5	4850	97.0	Wide, shallow
Station 97	48.0	4900	98.0	Wide, shallow
Station 98	48.5	4950	99.0	Wide, shallow
Station 99	49.0	5000	100.0	Wide, shallow

Station 100 (Mouth of River) - Channel width 5000 feet, depth 100 feet.

Station 99 - Channel width 4950 feet, depth 99 feet. The channel is wide and shallow, with a slight curve to the right.

Station 98 - Channel width 4900 feet, depth 98 feet. The channel is wide and shallow, with a slight curve to the right.

Station 97 - Channel width 4850 feet, depth 97 feet. The channel is wide and shallow, with a slight curve to the right.

Station 96 - Channel width 4800 feet, depth 96 feet. The channel is wide and shallow, with a slight curve to the right.

Station 95 - Channel width 4750 feet, depth 95 feet. The channel is wide and shallow, with a slight curve to the right.

Station 94 - Channel width 4700 feet, depth 94 feet. The channel is wide and shallow, with a slight curve to the right.

Station 93 - Channel width 4650 feet, depth 93 feet. The channel is wide and shallow, with a slight curve to the right.

Station 92 - Channel width 4600 feet, depth 92 feet. The channel is wide and shallow, with a slight curve to the right.

Wrightsville Causeway to Cape Fear River (16 Miles). A controlling depth of not less than 10.5 feet is available along the channel centerline (surveyed January and July 1954.)

Cape Fear River, N. C. to Little River, S. C. (33 Miles). A controlling depth of not less than 11.0 feet is available along the channel centerline of this section of the waterway (surveyed February and March 1954).

A-2. Bridges, Ferries and Other Structures Crossing the Waterways. - The following table shows the clearance available at the bridge, ferry, and overhead wire crossing in this district with distances measured southerly along the channel from Norfolk, Virginia.

Name	Type	How Operated	Clearances, feet		Distance Southward from Norfolk, Va (Statute Miles)
			Vertical Above M.L.W.	Horizontal	
Coinjock Bridge	:Double Swing	: Power	: 7.0 (a)	: 80.0	: 49.9
Fairfield Bridge	:Swing	: Power	: 9.8 (a)	: 80.0	: 113.8
R.E.A. Wire	:Overhead	: -	: 104.0 (b)	: -	: 114.0
R.E.A. Wire	:Overhead	: -	: 104.4 (b)	: -	: 125.9
Wilkerson Creek Bridge	:Swing	: Power	: 9.8 (a)	: 80.0	: 125.9
Hobucken Bridge	:Swing	: Power	: 7.0 (a)	: 79.0	: 157.2
R.E.A. Wire	:Overhead	: -	: 101.0 (b)	: -	: 195.8
Core Creek Bridge	:Swing	: Power	: 18.9 (a)	: 80.0	: 195.8
C. P.&L. CO., Wire	:Overhead	: -	: 100.0 (b)	: -	: 195.8
B & M RR Bridge	:Bascule	: Power	: 5.4 (c)	: 80.0 (d)	: 203.8
Newport River Bridge	:Bascule	: Power	: 10.0 (a) (c)	: 80.0	: 203.8
Atlantic Beach Bridge	:Swing	: Power	: 16.2 (a)	: 90.0	: 206.7
Hurst Beach Bridge	:Pontoon	: Power	: - (e)	: 80.0	: 241.5
R.E.A. Wire	:Overhead	: Power	: 84.7 (b)	: -	: 260.9
Sears Landing Bridge	:Pontoon	: Power	: - (f)	: 80.0	: 260.9
C. P.&L. CO., Wire	:Overhead	: -	: 88.2 (b)	: -	: 283.1
Wrightsville Bridge	:Bascule	: Power	: 6.7 (a)	: 80.0	: 283.1
Carolina Beach Bridge	:Swing	: Power	: 16.7 (a) (c)	: 80.0	: 295.6
C. P.&L. CO., Wire	:Overhead	: -	: 89.3 (b)	: -	: 295.6
Fort Caswell Bridge	:Swing	: Power	: 13.0 (a)	: 80.0	: 311.8
Holdens Beach Bridge	:Swing	: Power	: 17.8 (a)	: 87.0	: 323.7
Old Brick Landing Ferry	:Cable	: Power	: -	: 236.0	: 331.0
:	:	:	:	:	:
:	:	:	:	:	:

A-3. Conditions at Bridges. - Alphabetical listing refers to table in paragraph A-2 above.

(a) Draw closed.

(b) Actual clearance shown. These wires carry high voltage and a margin of safety should be allowed when weather conditions are unfavorable.

Rev. Oct. 1954

Washington University is now free from the National Aeronautics Administration. The following information is available from the National Aeronautics Administration (January and July 1951).

On July 1951, the National Aeronautics Administration (NACA) has been reorganized as the National Aeronautics and Space Administration (NASA). The following information is available from the National Aeronautics Administration (January and July 1951).

The following information is available from the National Aeronautics Administration (January and July 1951). The following information is available from the National Aeronautics Administration (January and July 1951).

Year	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970
1951	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1952	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1953	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1954	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1955	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1956	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1957	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1958	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1959	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1960	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1961	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1962	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1963	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1964	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1965	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1966	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1967	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1968	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1969	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1970	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

The following information is available from the National Aeronautics Administration (January and July 1951).

(a) See above.

(b) Annual average data. These data are based on the average of the data for the entire year.

- (c) Extreme caution advised when approaching and passing through this drawbridge with a fair tide. (See Information Bulletin on AIWW - provisions under section entitled "The Regulations.")
- (d) Draw with minimum horizontal clearance of 60 feet at Beaufort. Overhead power cable across Gallants Channel, between the railroad and highway bridge, at Beaufort. Vertical clearance 87.5 feet above mean low water (85.0 feet above mean high water.) See Coast Charts Nos. 833 and 420.
- (e) A new highway bridge is under construction across the waterway about 200 feet southwest of existing pontoon bridge.
- (f) The pontoon bridge has been moved about 200 feet northeast to a temporary crossing during the construction of a new drawbridge at the permanent crossing.

A-4. Sketches of Bridges. - Prints of the following listed bridges are attached:

- a. Railroad and Highway Bridge at Morehead City, N. C.
- b. Atlantic Beach Bridge.
- c. Carolina Beach Bridge.

GENERAL INSTRUCTIONS
FOR THE
OFFICE

SECTION OF THE

OF THE

TO THE

SECTION

OF THE

OF THE

SECTION

OF THE

OF THE

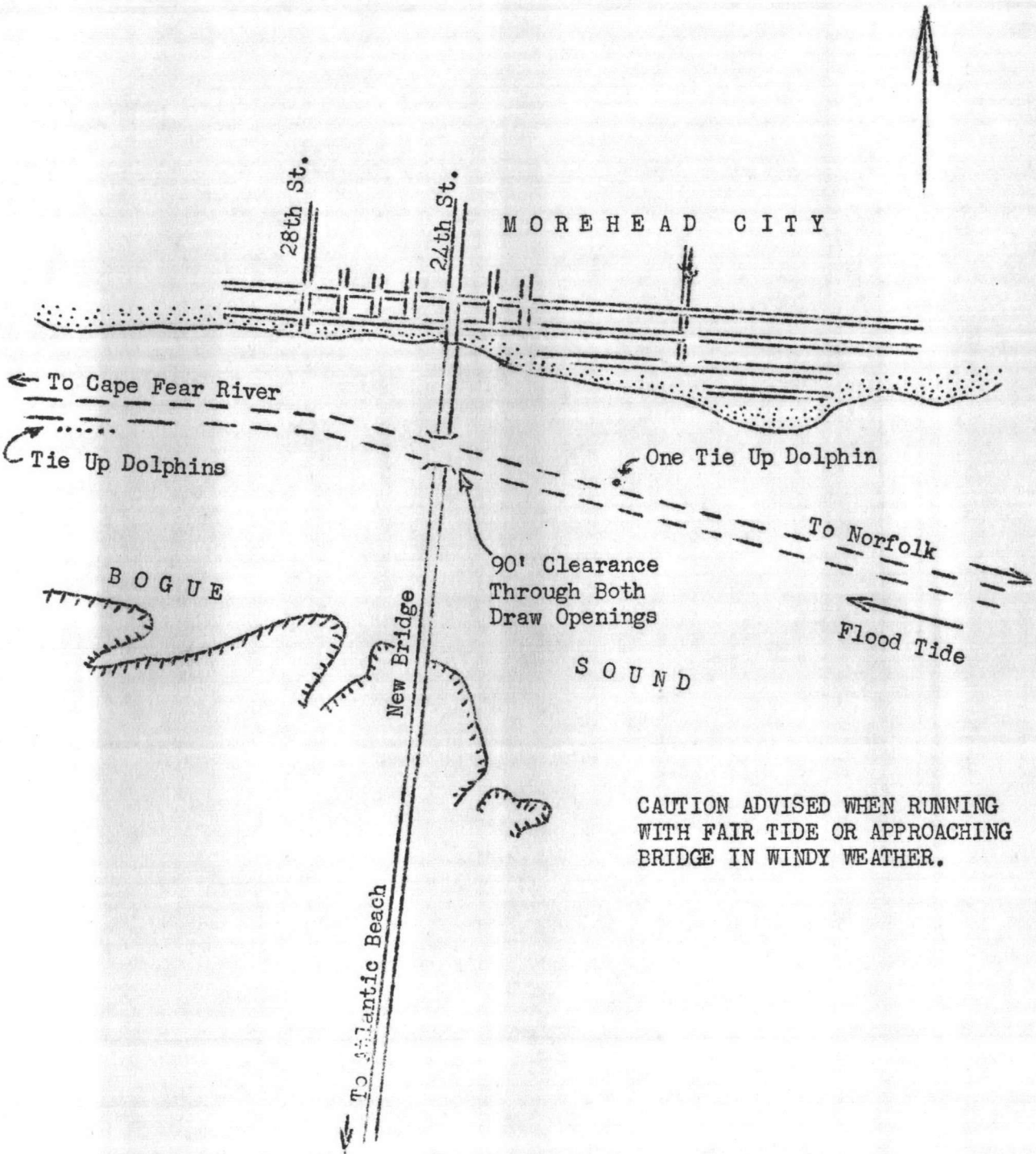
SECTION

SECTION

SECTION

SECTION

SECTION

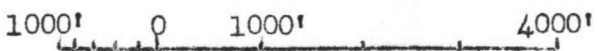


CAUTION ADVISED WHEN RUNNING WITH FAIR TIDE OR APPROACHING BRIDGE IN WINDY WEATHER.

MILE 207.0

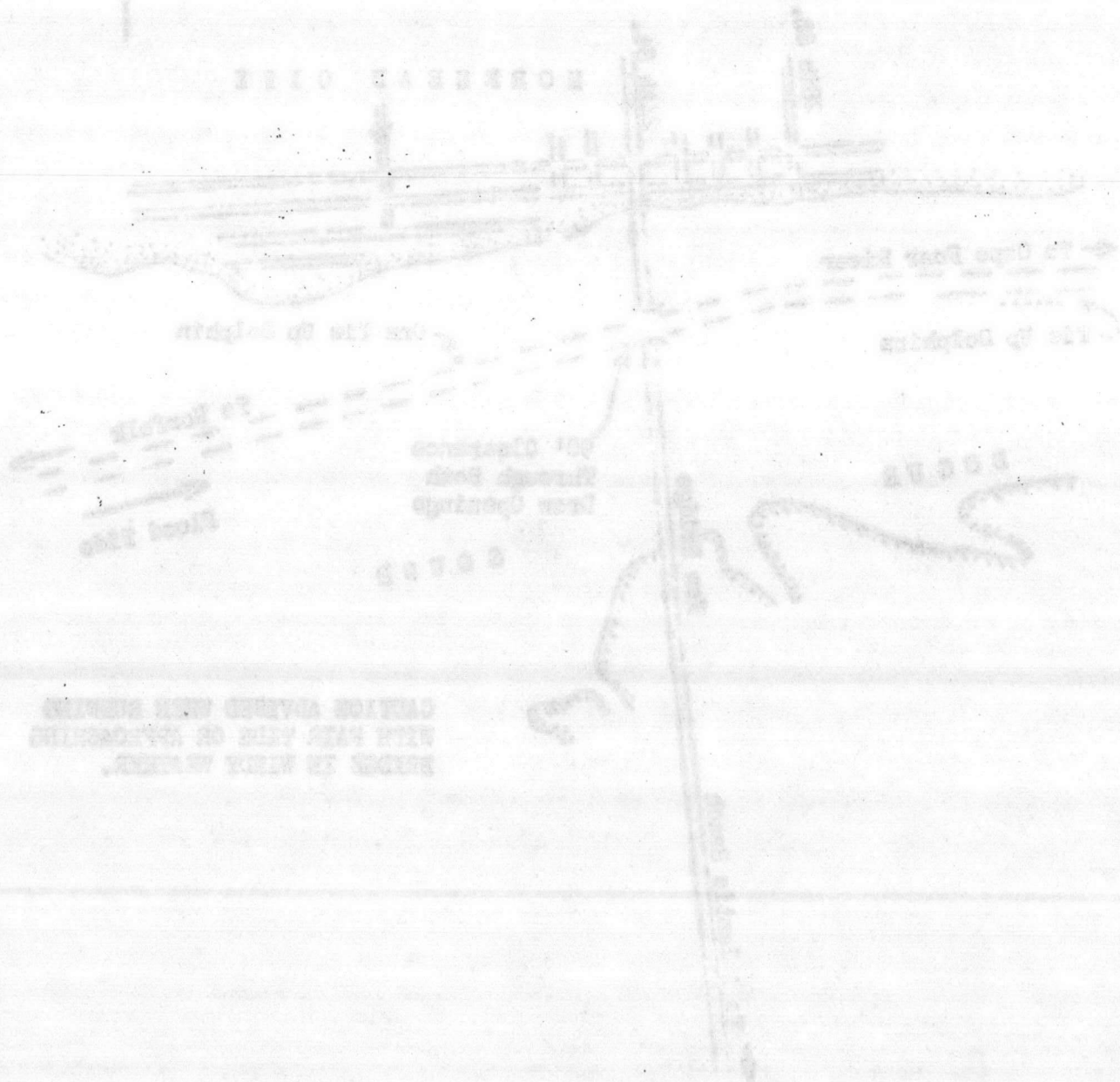
ATLANTIC BEACH BRIDGE

SCALE





NORFOLK ISLAND



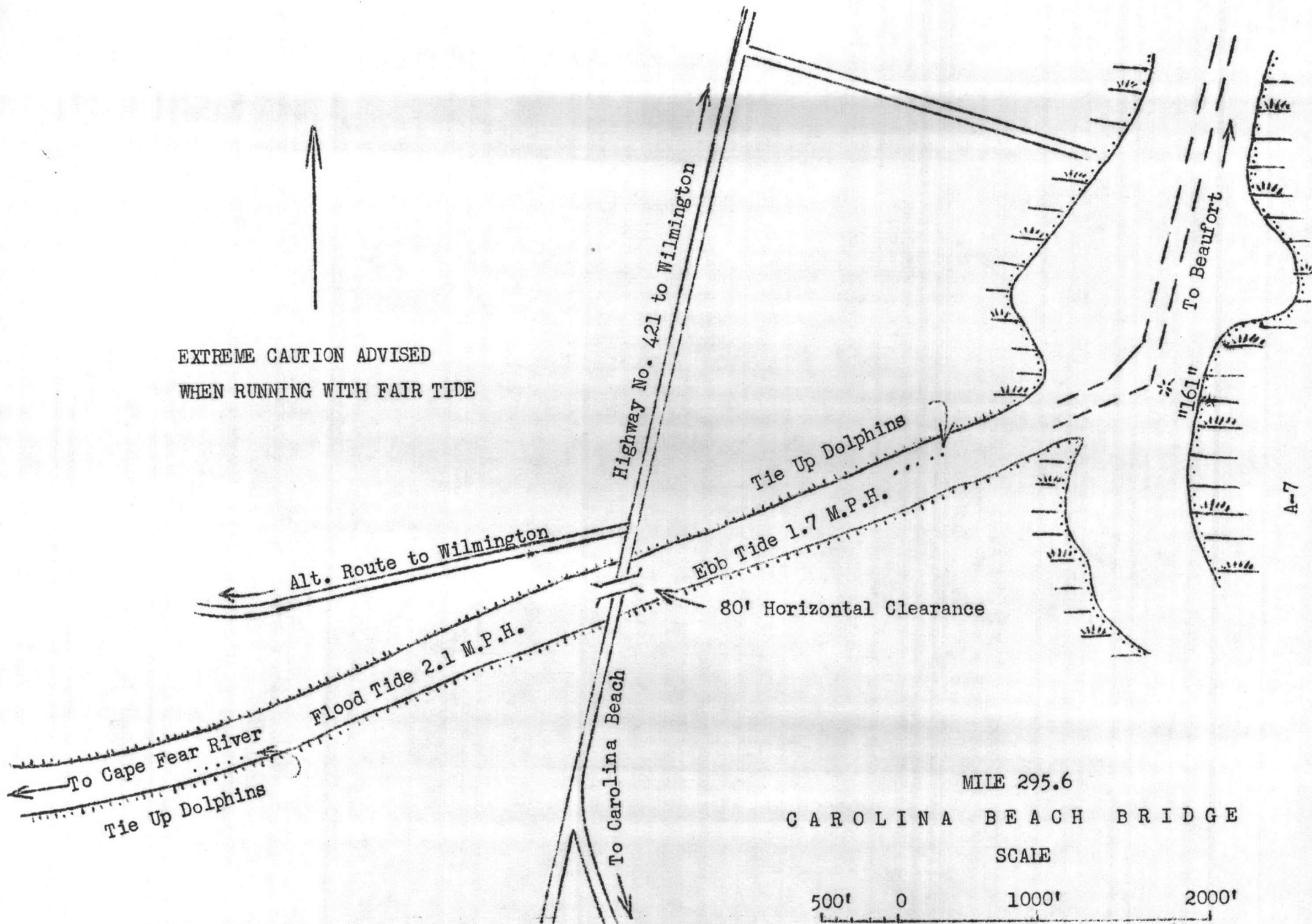
CAUTION ADVISED WHEN DRIVING
 WITH THIS TYPE OF ROADWAY
 BECAUSE OF WINDY WEATHER.

ATLANTIC BRIDGE

SCALE

1000 0 2000

↑
EXTREME CAUTION ADVISED
WHEN RUNNING WITH FAIR TIDE



A-5. Work in Progress. None.



CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
WILMINGTON DISTRICT
308 Customhouse
WILMINGTON, N. C.

INFORMATION BULLETIN ON ATLANTIC INTRACASTAL
WATERWAY, NORFOLK, VA., TO ST. JOHNS RIVER, FLA.,
WILMINGTON DISTRICT

1 OCTOBER 1954

SPECIAL NOTICE

This bulletin will be issued annually in loose leaf form. The appendices accompanying the bulletin will contain the latest information on the condition of the channel and other current data of value to navigation interests. If found necessary, the appendices will be revised quarterly. Otherwise, you will be advised that there has been no change in the conditions previously reported. When received, the revised pages should be attached to the bulletin. The old pages should be destroyed.

Navigation interests are required to instruct their personnel using these waterways to become familiar with the contents of this bulletin as an aid in avoiding accidents and in the protection of life and property.

SPECIAL REGULATIONS

Vessels operating in all waterways tributary to the Atlantic Ocean South of Chesapeake Bay and waterways tributary to the Gulf of Mexico South and East of St. Marks, Fla.

THE LAW

It shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and on conviction thereof in any District Court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding \$500 or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court." (Section 7, River and Harbor Act of August 8 1917.)

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C.

MEMORANDUM FOR THE DIRECTOR
FROM: SAC, NEW YORK
SUBJECT: [Illegible]

1. SUMMARY
INTERNAL SECURITY

This matter will be closed unless an issue is raised. The agencies participating in this matter will continue to be advised of the status of the matter and other pertinent information as the matter progresses. It is noted that the agencies will be advised of any developments in this matter. It will be advised that there has been no change in the conditions mentioned previously. The attached report is being furnished to you for your information. Pages should be destroyed.

Information regarding the activities of the [Illegible] and [Illegible] is being furnished to you for your information. The attached report is being furnished to you for your information.

2. DETAILS

Details regarding the activities of the [Illegible] and [Illegible] are being furnished to you for your information. The attached report is being furnished to you for your information.

3. ACTION

It shall be the duty of the Director of the Federal Bureau of Investigation to determine the status of the matter and to advise the appropriate agencies of any developments. It is noted that the agencies will be advised of any developments in this matter. It will be advised that there has been no change in the conditions mentioned previously. The attached report is being furnished to you for your information. Pages should be destroyed.

THE REGULATIONS

Pursuant to the Statutory Directive, the Secretary of the Army (successor to the Secretary of War) has prescribed regulations with respect to the speed of vessels operating in the waterway and the use of the waterway by navigation interests. General regulations governing the use of the Intra-coastal Waterways are those set forth in the publication entitled "Rules and Regulations to Govern the Use, Administration and Navigation of All Waterways Tributary to the Atlantic Ocean South of Chesapeake Bay and All Waterways Tributary to the Gulf of Mexico East and South of St. Marks, Florida."

Copies of the above Rules and Regulations may be secured without charge upon application to the Wilmington District, Corps of Engineers, Wilmington, N. C. Excerpts from the above regulations are as follows:

VESSELS SHALL PROCEED AT A SPEED WHICH WILL NOT ENDANGER OTHER VESSELS OR STRUCTURES, AND WILL NOT INTERFERE WITH ANY WORK IN PROGRESS INCIDENT TO MAINTAINING, IMPROVING, SURVEYING, OR MARKING THE CHANNEL.

OFFICIAL SIGNS INDICATING LIMITING SPEEDS THROUGH CRITICAL PORTIONS OF THE WATERWAYS SHALL BE STRICTLY OBEYED.

VESSELS APPROACHING AND PASSING THROUGH A BRIDGE SHALL SO GOVERN THEIR SPEED AS TO INSURE PASSAGE THROUGH THE BRIDGE WITHOUT DAMAGE TO THE BRIDGE OR ITS FENDERS.

A VESSEL BEING OVERTAKEN BY ANOTHER SHALL SLACKEN SPEED SUFFICIENTLY TO PERMIT THE PASSAGE TO BE EFFECTED WITH SAFETY TO BOTH VESSELS.

MASTERS AND OWNERS OF VESSELS USING THE WATERWAYS ARE RESPONSIBLE FOR ANY DAMAGE CAUSED BY THEIR OPERATIONS TO CANAL REVETMENTS, LOCK PIERS AND WALLS, BRIDGES, HURRICANE GATE CHAMBERS, SPILLWAYS, OR APPROACHES THERETO, OR OTHER GOVERNMENT STRUCTURES, AND FOR DISPLACING OR DAMAGING OF BUOYS, STAKES, SPARS, RANGE LIGHTS, OR OTHER AIDS TO NAVIGATION. SHOULD ANY PART OF A REVETMENT, LOCK, BRIDGE, HURRICANE GATE CHAMBER, SPILLWAY OR APPROACH THERETO BE DAMAGED, THEY SHALL REPORT THE FACT AND FURNISH A CLEAR STATEMENT OF HOW THE DAMAGE OCCURRED TO THE NEAREST GOVERNMENT LOCKMASTER OR BRIDGE TENDER AND BY MAIL TO THE DISTRICT ENGINEER, U. S. ENGINEER OFFICE, IN LOCAL CHARGE OF THE WATERWAY IN WHICH THE DAMAGE OCCURED.

ALL VESSELS DRAWING TOWS NOT EQUIPPED WITH RUDDERS SHALL USE TWO TOW LINES OR A BRIDLE AND SHORTEN THEM TO THE GREATEST POSSIBLE EXTENT SO AS TO HAVE FULL CONTROL AT ALL TIMES. THE VARIOUS PARTS OF A TOW SHALL BE SECURELY ASSEMBLED WITH THE INDIVIDUAL UNITS CONNECTED BY LINES AS SHORT AS PRACTICABLE. IF NECESSARY, AS IN THE CASE OF LENGTHY OR CUMBERSOME TOWS, OR TOWS IN RESTRICTED CHANNELS, THE DISTRICT ENGINEER MAY REQUIRE THAT TOWS BE BROKEN UP AND MAY REQUIRE THE INSTALLATION OF A RUDDER, DRAG OR OTHER APPROVED STEERING DEVICE ON THE TOW IN ORDER TO AVOID OBSTRUCTING NAVIGATION OR DAMAGING THE PROPERTY OF OTHERS, INCLUDING AIDS TO NAVIGATION MAINTAINED BY THE UNITED STATES OR UNDER ITS AUTHORIZATION BY COLLISION OR OTHERWISE.

THE REPORT

Present to the Secretary of the Department of the Interior
in the Department of the Interior, Washington, D.C., on the 15th day of
January, 1906. The following is a summary of the work done during
the year 1905. The work was done under the direction of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

The work was done in accordance with the instructions of the
Secretary of the Department of the Interior, and was done in
accordance with the instructions of the Secretary.

Local authorities may establish and enforce such speed limits as may be required to reasonably protect property from damage. Signals for opening a drawbridge are those required by the "Standard Rules and Regulations to Govern the Operation of the Drawbridges crossing all Navigable Waterways of the United States Discharging their waters into the Atlantic Ocean South of and including Chesapeake Bay."

INDEX TO PARAGRAPHS

Bulletin

- | | |
|--|---|
| B-1. Intracoastal Waterway and Tributary Channels. | B-9. Publications. |
| B-2. Tides, velocities and datum plane. | B-10. Table of distances. |
| B-3. Aids to Navigation. | B-11. Similar information available from other districts. |
| B-4. Anchorages and wharves. | Map. |
| B-5. Government-owned tie-up dolphins. | |
| B-6. Exposure. | |
| B-7. Communications. | |
| B-8. Supplies | |

Appendices

- | |
|---|
| A-1. Controlling dimensions of channel. |
| A-2. Bridges, ferries and other structures crossing the waterway. |
| A-3. Conditions at bridges. |
| A-4. Bridge sketches. |
| A-5. Work in progress. |

B-1. Intracoastal Waterway and Tributary Channels. - The project for that portion of the waterway from the northern limit of this district (the North Carolina-Virginia State Line about 1/4 mile south of Green Point Beacon No. 59) to Morehead City provides for a channel 12 feet deep at mean low water, with bottom widths varying from 90 feet in land cuts and narrow portions of creeks to 250 feet in the wider portions of rivers and sounds, and 300 feet in North River Bar channel. The project for the portion from Morehead City to Cape Fear River provides for a channel 12 feet deep at mean low water with a bottom width of 90 feet. At the southern end of this section the Waterway follows the improved channel of the Cape Fear River below Wilmington, which has a project depth of 32 feet, 400 feet wide. From the Cape Fear River at Southport, N. C., to Little River, S. C., the project provides for a depth of 12 feet at mean low water with a bottom width of 90 feet.

B-2. Tides, Velocities and Datum Plane. - In the section from the northern limit of the district to the head of Core Creek, the route lies through Albermarle and Pamlico Sounds and their estuaries where lunar tides have little effect on the elevation of the water surface. Moderate winds will affect the elevation of the water surface by as much as 1-1/2 feet, while severe winds have a greater effect. Near the inlets between Beaufort and the Cape Fear River, the mean rise of the tide is from 2-1/2 feet to 3-1/2 feet, diminishing considerably at points between inlets. Between Southport and Little River the rise is from 4 to 5 feet, diminishing slightly between inlets. Strong cross-currents occur opposite some of the inlets at varying tide stages. Normal velocities seldom exceed 2-1/2 miles per hour.

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
530 SOUTH EAST ASIAN AVENUE
CHICAGO, ILLINOIS 60607

STATE OF ILLINOIS

1975

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
530 SOUTH EAST ASIAN AVENUE
CHICAGO, ILLINOIS 60607

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
530 SOUTH EAST ASIAN AVENUE
CHICAGO, ILLINOIS 60607

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
530 SOUTH EAST ASIAN AVENUE
CHICAGO, ILLINOIS 60607

In the section from the northern limit of the district to the head of Core Creek, the datum plane to which all depths are referred is the same as that adopted by the United States Coast and Geodetic Survey for Albermarle and Pamlico Sounds and their estuaries, being one-half foot below the plane of mean low water. From Core Creek Bridge to Little River the datum plane is that of mean low water in the ocean excepting the portion between Southport and Davis Creek where the datum plane is 0.5 foot above mean low water in the ocean.

B-3. Aids to Navigation. - The marking of the waterway in this District is under the jurisdiction of the Commander of the Fifth Coast Guard District, P. O. Box 540, Norfolk, Virginia. All aids are shown on the charts of the U. S. Coast and Geodetic Survey listed in paragraph B-9 below, and are described in "Aids to Navigation Intracoastal Waterway," published by the U. S. Coast Guard. It may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from the District Coast Guard Offices, at 25 cents per copy.

B-4. Anchorage and Wharves. - Sheltered natural anchorages are available on the easterly side of North River near Jarvisburg, in the entrance to Little Alligator River; and in Alligator River northerly from the entrance to the Alligator River-Pungo River Land Cut; the available depths at these anchorages are 8, 7, and 7 feet respectively. No anchorage space is available in any of the land cuts, and few in the cuts through marsh lands. Anchorage space is available at Belhaven, Oriental, Beaufort, Morehead City, Swansboro, Wrightsville, Wilmington, and Southport. All of these places except Wrightsville have municipal wharves which may be used overnight without charge. At the places named there are other wharves which may be used for little or no charge when not required by their owners. The available depth at the wharves is 12 feet at all points except at Oriental which has 10 feet.

B-5. Government owned Tie-Up Dolphins. - Tie-up dolphins exist east and west of the highway bridge across Bogue Sound, known as Atlantic Beach Bridge, and east and west of the highway bridge across Section V (Snow Cut) known as Carolina Beach Bridge.

B-6. Exposure. - The most exposed portions of the route are the crossing of Albermarle Sound, 12-1/2 miles, the crossing of Pamlico River, 5 miles, and the portion in Neuse River between the mouth of Bay River and the entrance to Adams Creek, 18.1 miles. At these points vessels are exposed to wind and wave action. High winds, especially those from the north and east, make navigation difficult and dangerous for small craft. The remainder of the route lies in protected locations.

B-7. Communications. - Mail, telegraph, and telephone facilities and rail and highway connections are available at a number of points on or near the waterway; the principal points, and their population as given by the 1950 census, are as follows: Belhaven, 2,528; Vandemere, 475; Oriental, 590; Beaufort, 3,212; Morehead City, 5,144; and Wilmington, 45,043. The same except rail and telegraph facilities, are available at Swansboro, 559; Coinjock, 250; and Jarvisburg, 550. The same, except rail connections, are available at Southport, 1,748.

THE STATE OF TEXAS, COUNTY OF DALLAS, this 15th day of August, 1915.

JOHN W. [Name], of the County of Dallas, State of Texas, do hereby certify that the within and foregoing is a true and correct copy of the original as the same appears on the records of the County of Dallas, State of Texas.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

My Commission Expires the 15th day of August, 1917.

WITNESSED my hand and the seal of the County of Dallas, State of Texas, at Dallas, Texas, this 15th day of August, 1915.

JOHN W. [Name], County Clerk.

B-8. Supplies. - Fuel, supplies, repair facilities, and guest rooms are available at all points listed in the preceding paragraph. The larger towns have more extensive facilities for machine and boat repairs. Beaufort, Morehead City, and Wilmington have hotel accommodations.

B-9. Publications. - Other information relating to this waterway is given in the United States Coast Pilot, Atlantic Coast, Section D, Cape Henry to Key West, Fifth (1948) Edition, and on charts of the Atlantic Intracoastal Waterway (Inside Route), which can be obtained from the U. S. Coast and Geodetic Survey, Washington, D. C., and from the following agencies:

Elizabeth City, N. C. - P. W. Melick Co.
11-13 South Water Street

Morehead City, N. C. - Dee Gee's Shop
105 South 8th Street

Wilmington, N. C. - C. D. Maffitt & Company
Water & Princess Streets

Charleston, S. C. - Captain Chester H. Taylor
Nautical Supply & Instrument Co.
123 East Bay Street

The Coast Pilot is priced at \$1.50 and the charts at 50 cents each.

B-10. Table of Distances. -

a. Distances in statute miles measured along the channel from the foot of West Main Street, Norfolk, Virginia, to Little River, South Carolina, are as follows:

	<u>Statute Miles</u>
Va., -N. C. State Line (Northern limit of Wilmington Dist.)	34.0
Coinjock, N. C.	49.9
Jarvisburg, N. C.	64.3
Mouth of North River (Bell Buoy)	77.4
Mouth of Alligator River (Bell Buoy)	79.9
Mouth of Little Alligator River	82.3
East end of Land Cut	104.0
Entrance to Fairfield Canal	113.8
West end to Land Cut	126.7
Durants Point Beacon	135.5
Belhaven	138.0
Wade Point Light	146.6
Mouth of Goose Creek	151.1
Hobucken Bridge	157.2
Mouth of Gale Creek	160.9
Mouth of Bay River	166.8
Neuse River Light	171.8

Statute Miles (Cont'd)

Oriental	183.2
Mouth of Adams Creek	184.9
Core Creek Bridge	195.8
Beaufort via Gallants Channel	204.1
Morehead City Terminal	204.1
Morehead City	205.4
Swansboro	229.9
Mouth of New River	246.8
Wrightsville Beach Causeway	283.1
Carolina Beach Bridge	295.6
Cape Fear River, 32-foot ship channel	298.9
Wilmington, via Wilmington Short Cut	310.4
Wilmington, via ship channel	314.0
Southport	308.7
Fort Caswell Bridge	311.8
Mouth of Lockwoods Folly River	320.8
Holdens Beach Bridge	323.7
Mouth of Shallotte River	329.7
Little River (Southern limit of Wilmington District)	342.0

b. Map showing distances every mile is attached.

B-11. Similar Information Available from Other Districts. - Similar information for other sections of the Intracoastal Waterway may be obtained upon application to the following:

Norfolk, Va., to the Virginia - North Carolina State Line, about 1/4 mile south of Green Point Beacon No. 59
Office of the District Engineer, Corps of Engineers,
U. S. Army, Norfolk, Va.

Little River, S. C., to Beaufort, S. C. - Office of the District Engineer, Corps of Engineers, U. S. Army, Charleston, S. C.

Beaufort, S. C., to Fernandina, Fla. - Office of the District Engineer, Corps of Engineers, U. S. Army, Savannah, Ga.

Fernandina, Fla., to Key West, Fla. - Office of the District Engineer, Corps of Engineers, U. S. Army, Jacksonville, Fla.

Map. - A print of the map of the Atlantic Intracoastal Waterway between Norfolk, Va., and the St. Johns River, Fla., Wilmington, N. C., District, is attached.

1 Incl.
Map

R L Hill
R. L. HILL
Colonel, CE
District Engineer

1941

1941

1941

1941

1941

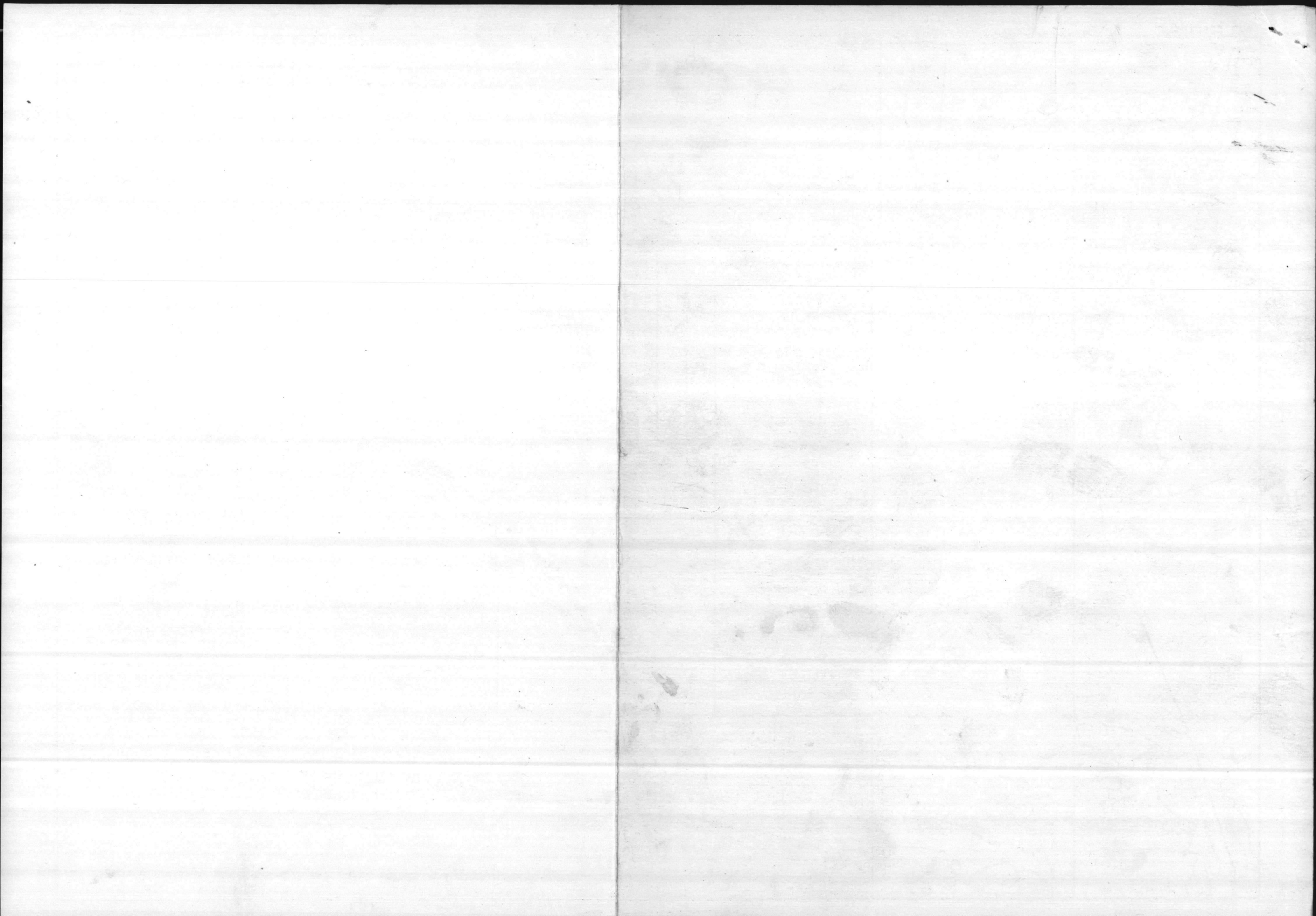
1941

1941

1941

1941

1941



VALUABLE

SUBJECT

Revised Stake-out
Port Development
Mile Hammock Bay

RETURN TO
PUBLIC WORKS
OFFICE
CAMP LEJEUNE
NORTH CAROLINA

FIELD PARTY

Kellum
IN CHARGE
INSTRUMENT
NOTES
TAPE READ
TAPE OR ROD
TAPE OR ROD
INSTRUMENT NO.
TAPE NO.

WEATHER

CLEAR
CLOUDY
WINDY
RAIN
FAIR
SNOW
HOT
MODERATE
COLD
FOG

FILE No. _____

FLDR. No. _____

SHEET # 1 of 2

DATE 11/12/1954

FIGURED BY _____

NOTES CHECKED BY _____

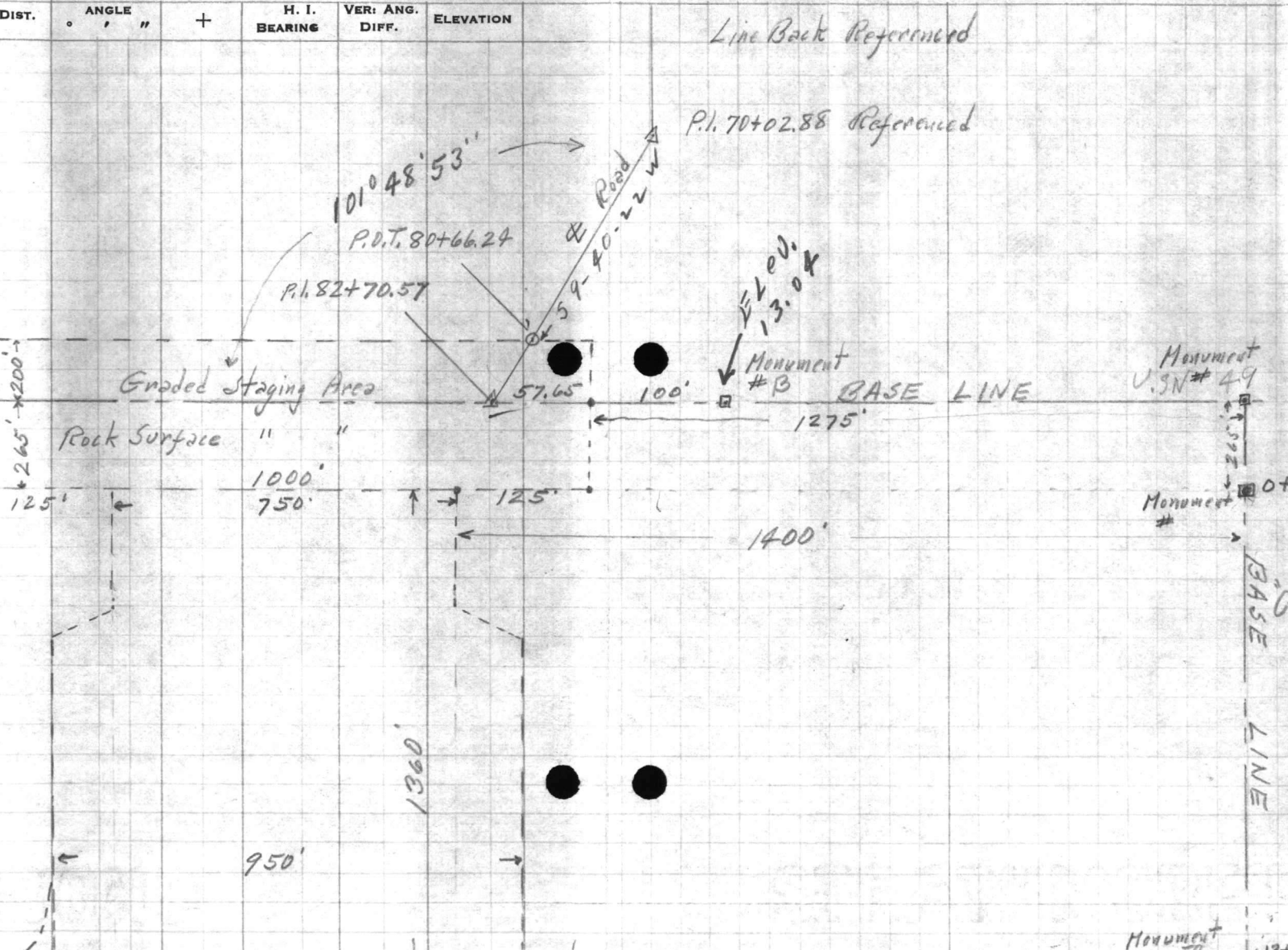
PLOTTED BY _____

STATION	DIST.	ANGLE ° ' "	+	H. I. BEARING	VER: ANG. DIFF.	ELEVATION
---------	-------	----------------	---	------------------	--------------------	-----------

Line Back Referenced

P.I. 70+02.88 Referenced

U.S.M.C.
#506
Elev. 16.23
"A"
200'
Monument #



Elev. 13.04
Monument #B

Monument U.S.N #49

Monument # 0+0

Monument # 154

BASE LINE
Gage

VALUABLE
RETURNED
POSTAGE
PAID
OFFICE
2nd FLOOR
NORTH CAROLINA

STATION DATE

ANGLE

HEARING

H. I. VER. ANG.

ELEVATION

TAB. NO.

NUMBER

TAB. OR BOX

TAB. BRAND

NO. 12

INSTRUMENT

THE CHANGE

FIELD PARTY

DATE

BY

FIGURED BY

NO.

W. H. G.

WEATHER

THE N.

NO.

DATE

BY

FIGURED BY

NO.

W. H. G.

WEATHER

VALUABLE

SUBJECT STAKEOUT CHECK FOR
BASE LINES FOR BASIN
MILE HAMMOCK BAY

RETURN TO
PUBLIC WORKS
OFFICE
CAMP LEJEUNE
NORTH CAROLINA

FIELD PARTY

DENNIS IN CHARGE
____ INSTRUMENT
____ NOTES
____ TAPE READ
____ TAPE OR ROD
____ TAPE OR ROD
____ INSTRUMENT NO.
____ TAPE NO.

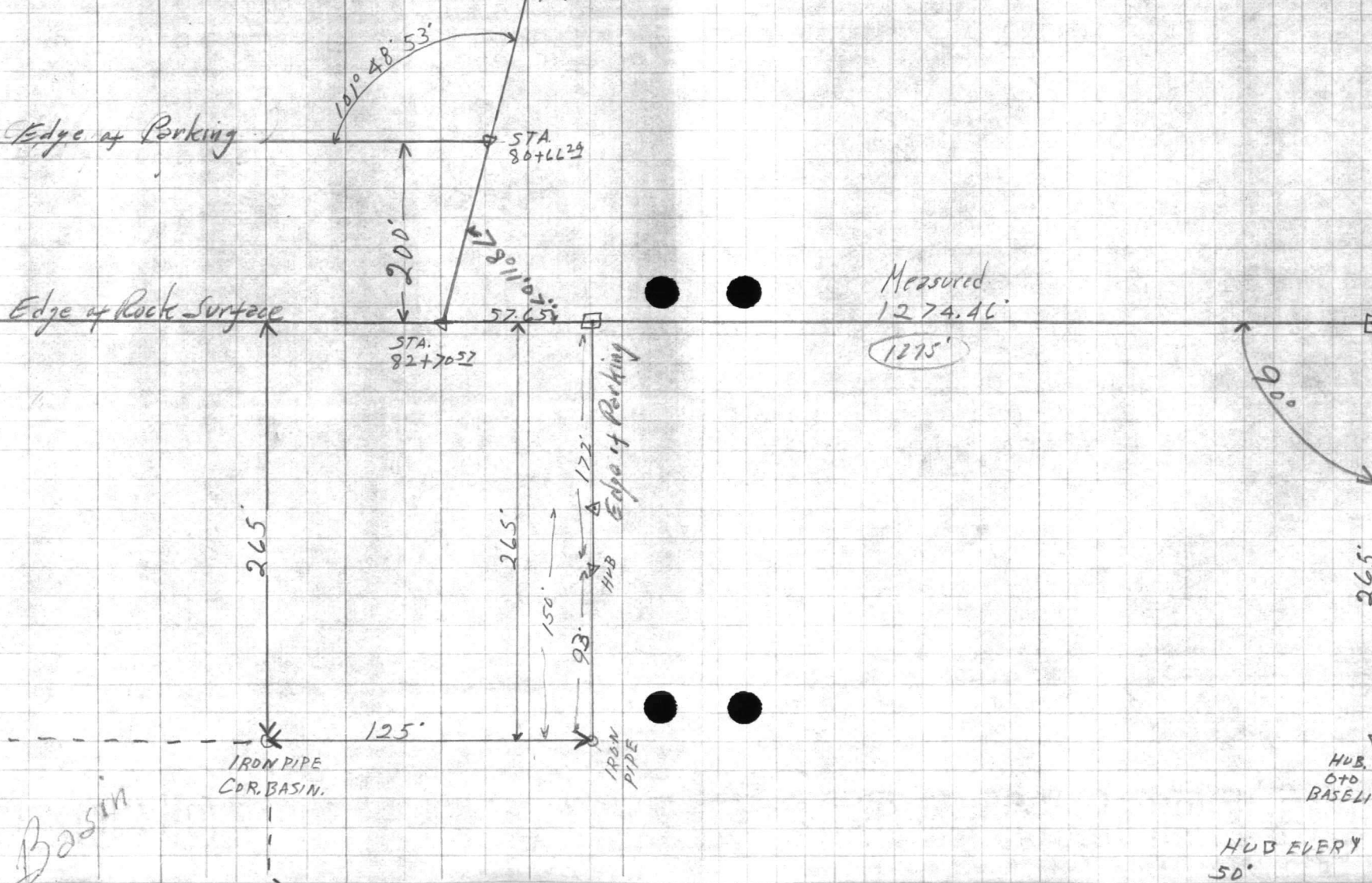
WEATHER

CLEAR
CLOUDY
WINDY
RAIN
FAIR
SNOW
HOT
MODERATE
COLD
FOG

FILE No. _____
FLDR. No. _____
SHEET 2 of 2
DATE 11-12 1954

FIGURED BY _____
NOTES CHECKED BY _____
PLOTTED BY _____
Quad. No. _____

STATION	DIST.	ANGLE " +	H. I. BEARING	VERI. ANG. DIFF.	ELEVATION P.I.
---------	-------	--------------	------------------	---------------------	-------------------



PUBLIC WORKS DEPARTMENT
Camp Lejeune, North Carolina
Survey Department

File _____
Quadrangle _____
Date 3 SEPT-53
Sheet 1 of 3

Traverse Computation
Description

NEW CONTROL POINTS of TURNING BASIN & STAGING AREA - Mile HAMMOCK BAY

Station	Distance	Bearing	Cosine	Sine	Latitude	Departure	Y Coordinate North	X Coordinate East
✓ Cor. "B" (original)							296,719.76	2,503,876.18
✓ Cor. "B" (NEW) Basin	12.00'	N.2-08-31W	9993013	0373753	11.99	0.45	296,731.75	2,503,875.73
✓ Cor. B-1	100.00'	S.87-51-29W	0373753	9993013	3.74	99.93	296,728.01	2,503,775.80
✓ Cor. B-2	90.00'	N.2-08-31W	9993013	0373753	89.94	3.36	296,817.95	2,503,772.44
✓ Cor. B-3 S.W. Cor. Staging Area	25.00'	S.87-51-29W	0373753	9993013	0.93	24.98	296,817.02	2,503,747.46
✓ Cor. B-4 N.W. Cor. Staging Area	375.00'	N.2-08-31W	9993013	0373753	374.74	14.02	297,191.76	2,503,733.44
✓ Cor. B-5 N.E. Cor. Staging Area	1000.00'	N.87-51-29E	0373753	9993013	37.38	999.30	297,229.14	2,504,732.74
✓ Cor. B-6 S.E. Cor. Staging Area	375.00'	S.2-08-31E	9993013	0373753	374.74	14.02	296,854.40	2,504,746.76
✓ Cor. B-7 N.E. Cor. Pier	25.00'	S.87-51-29W	0373753	9993013	0.93	24.98	296,853.47	2,504,721.78
✓ Cor. B-8	90.00'	S.2-08-31E	9993013	0373753	89.94	3.36	296,763.53	2,504,725.14
✓ Cor. B-9 N.E. Basin	100.00'	S.87-51-29W	0373753	9993013	3.74	99.93	296,759.79	2,504,625.21
✓ Cor. B-10 S.E. Basin Pier	395.00'	S.2-08-31E	9993013	0373753	394.72	14.76	296,365.07	2,504,639.97
✓ Cor. B-11	75.00'	" "	9993013	0373753	74.95	2.80	296,290.12	2,504,642.77
✓ Cor. B-12	141.42'	S.47-08-31E	6801844	7530410	96.19	103.67	296,193.93	2,504,746.44
✓ Cor. B-13 S.E. Basin	790.00'	S.2-08-31E	9993013	0373753	789.46	29.53	295,404.47	2,504,775.97
✓ Cor. B-14	950.00'	S.87-51-29W	0373753	9993013	35.51	949.34	295,368.96	2,503,826.63
✓ Cor. B-15	790.00'	N.2-08-31W	9993013	0373753	789.45	29.53	296,158.41	2,503,797.10
✓ Cor. B-16	141.42'	N.42-51-29E	7330410	6801844	103.67	96.19	296,262.08	2,503,893.29
✓ Cor. B-17	75.00'	N.2-08-31W	9993013	0373753	74.95	2.80	296,337.03	2,503,890.49
✓ Cor. "B" (original)	383.00'	" "	9993013	0373753	382.73	14.31	296,719.76	2,503,876.18

+1864.85 +1263.63
-1864.85 -1263.63

0.00 0.00

PUBLIC WORKS DEPARTMENT
Camp Lejeune, North Carolina
Survey Department

File _____
Quadrangle _____
Date 3 SEPT-53
Sheet 2 of 2

Traverse Computation

Description

Station	Distance	Bearing	Cosine	Sine	Latitude	Departure	Y Coordinate North	X Coordinate East
✓ cor. B-10							296,365.07	2,504,639.97
✓ cor. B-10a	100.00'	N87-51-29E	0373753	9993013	3.74	99.93	296,368.81	2,504,739.90
✓ cor. B-17							296,337.03	2,503,890.49
✓ cor. B-17a	100.00'	S87-51-29W	0373753	9993013	3.74	99.93	296,333.29	2,503,790.56
✓ cor. B-14							295,368.96	2,503,826.63
✓ 0+00 F CHANNEL B-14a	86.67'	N12-08-31W	9993013	0373753	86.61'	3.24'	295,455.57	2,503,823.39
✓ B-14b	182.38'	N12-08-31W	"	"	182.25'	6.82'	295,637.81	2,503,816.57
✓ B-14c	200.00'	N12-08-31W	"	"	199.86'	7.47'	295,837.68	2,503,809.10
✓ B-14b							295,637.82	2,503,816.57
✓ B-14d	200.00'	S31-06-29W	8561944	5166537	171.24'	103.33'	295,466.58	2,503,713.24
B-14e	100.00'	S58-53-31E	5166537	5561944	51.67'	85.62'	295,414.91	2,503,798.86
B-14f	100.00'	S58-53-31E	5166537	5561944	51.67'	85.62'	295,363.94	2,503,985.48
B-14g	200.00'	S31-06-29W	8561944	5166537	171.24'	103.33'	295,194.00	2,503,781.16

CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
WILMINGTON DISTRICT
308 Customhouse
WILMINGTON, N. C.

Information Bulletin on Atlantic Intracoastal Waterway, Norfolk, Va.,
to St. Johns River, Fla., Wilmington, N. C., District

1 April 1955

SPECIAL NOTICE

Reference is made to the "Special Notice" on page B-1 of the Atlantic
Intracoastal Waterway Bulletin dated 1 October 1954 wherein it was stated
that the appendix would be revised quarterly, if necessary.

Pages A-1 thru A-4 and A-8 have been revised and are furnished for
substitution of like numbered sheets previously furnished.

R L Hill

R. L. HILL
Colonel, CE
District Engineer





Office of the Secretary of the Navy
Washington, D. C.

Enclosed for the Secretary of the Navy are
two copies of the report of the
Special Board of Inquiry into the
cause of the sinking of the
USS *Albatross* (SS-218) on
October 13, 1918, at the
offshore of the coast of
California.

Very truly yours,
J. P. Miller

Colonel, U. S. Army
Director, Bureau of Naval Personnel

CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
WILMINGTON DISTRICT
308 Customhouse
WILMINGTON, N. C.

1 April 1955

Appendices to Bulletin on the Atlantic
Intracoastal Waterway, Wilmington, N. C.,
District, dated 1 October 1954

A-1. Controlling Dimensions of Channel.- Based on the latest surveys, the controlling dimensions of the Atlantic Intracoastal Waterway in this district are as follows:

Section	Length in statute miles	Project width	Controlling depth for 80 percent of project width in midchannel
Virginia Line to North Carolina Cut	11.5	250	12.0
North Carolina Cut	6.0	90	12.0
North Carolina Cut to North River Bar	12.0	250	12.0
North River Bar to Albemarle Sound	2.0	300	12.0
Albemarle Sound	12.5	(a)	----
Alligator River to Land Cut	25.2	250	10.5
Alligator - Pungo Land Cut	22.5	90	12.0
Pungo River to Durants Point	8.1	250	12.0
Durants Point to mouth of Goose Creek	15.6	(a)	----
Goose Creek to Land Cut	5.5	250	12.0
Goose Creek-Bay River Land Cut	3.8	90	12.0
Bay River	1.6	250	12.0
Bay River to mouth Adams Creek	24.0	(a)	----
Adams Creek to head	6.0	250	12.0
Head of Adams Creek to Land Cut	1.0	125	12.0
Adams Creek-Core Creek Land Cut	6.3	90	10.0
Land Cut to mouth of Core Creek	2.2	125	11.3
Newport River to Morehead City Bridge	4.0	250	12.0
Morehead City to Broad Creek	13.6	90	12.0
Broad Creek to Guthrie Point	6.8	90	12.0
Guthrie Point to Swansboro	5.7	90	11.0
Swansboro to Bear Creek	6.0	90	10.0
Bear Creek to New River	10.9	90	10.0
New River to Dixon Point	11.5	90	8.5
Dixon Point to Virginia Creek	5.5	90	12.0
Virginia Creek to Old Point	6.6	90	12.0
Old Point to Wrightsville Causeway	12.7	90	7.8
Wrightsville Causeway to Everett Creek	7.8	90	8.8
	:	:	:

OFFICE OF THE SECRETARY OF DEFENSE

Department of Defense
Office of the Secretary of Defense
Washington, D.C. 20301

1. The purpose of this report is to provide a summary of the activities of the Office of the Secretary of Defense during the period from January 1, 1968, to December 31, 1968.

2. The Office of the Secretary of Defense is responsible for the coordination and supervision of the activities of the various offices and agencies within the Department of Defense. It is also responsible for the preparation and submission of the Department of Defense budget to the President and the Congress.

Item	1968	1967	1966
1. Office of the Secretary of Defense	100	100	100
2. Office of the Under Secretary of Defense	100	100	100
3. Office of the Assistant Secretary of Defense for Policy	100	100	100
4. Office of the Assistant Secretary of Defense for Operations	100	100	100
5. Office of the Assistant Secretary of Defense for Personnel and Administration	100	100	100
6. Office of the Assistant Secretary of Defense for International Security	100	100	100
7. Office of the Assistant Secretary of Defense for Research and Development	100	100	100
8. Office of the Assistant Secretary of Defense for Acquisition	100	100	100
9. Office of the Assistant Secretary of Defense for Logistics	100	100	100
10. Office of the Assistant Secretary of Defense for Health, Safety, and Environment	100	100	100
11. Office of the Assistant Secretary of Defense for Equal Opportunity	100	100	100
12. Office of the Assistant Secretary of Defense for Public Affairs	100	100	100
13. Office of the Assistant Secretary of Defense for Information Operations	100	100	100
14. Office of the Assistant Secretary of Defense for Security	100	100	100
15. Office of the Assistant Secretary of Defense for International Security	100	100	100
16. Office of the Assistant Secretary of Defense for Research and Development	100	100	100
17. Office of the Assistant Secretary of Defense for Acquisition	100	100	100
18. Office of the Assistant Secretary of Defense for Logistics	100	100	100
19. Office of the Assistant Secretary of Defense for Health, Safety, and Environment	100	100	100
20. Office of the Assistant Secretary of Defense for Equal Opportunity	100	100	100
21. Office of the Assistant Secretary of Defense for Public Affairs	100	100	100
22. Office of the Assistant Secretary of Defense for Information Operations	100	100	100
23. Office of the Assistant Secretary of Defense for Security	100	100	100
24. Office of the Assistant Secretary of Defense for International Security	100	100	100
25. Office of the Assistant Secretary of Defense for Research and Development	100	100	100
26. Office of the Assistant Secretary of Defense for Acquisition	100	100	100
27. Office of the Assistant Secretary of Defense for Logistics	100	100	100
28. Office of the Assistant Secretary of Defense for Health, Safety, and Environment	100	100	100
29. Office of the Assistant Secretary of Defense for Equal Opportunity	100	100	100
30. Office of the Assistant Secretary of Defense for Public Affairs	100	100	100
31. Office of the Assistant Secretary of Defense for Information Operations	100	100	100
32. Office of the Assistant Secretary of Defense for Security	100	100	100
33. Office of the Assistant Secretary of Defense for International Security	100	100	100
34. Office of the Assistant Secretary of Defense for Research and Development	100	100	100
35. Office of the Assistant Secretary of Defense for Acquisition	100	100	100
36. Office of the Assistant Secretary of Defense for Logistics	100	100	100
37. Office of the Assistant Secretary of Defense for Health, Safety, and Environment	100	100	100
38. Office of the Assistant Secretary of Defense for Equal Opportunity	100	100	100
39. Office of the Assistant Secretary of Defense for Public Affairs	100	100	100
40. Office of the Assistant Secretary of Defense for Information Operations	100	100	100
41. Office of the Assistant Secretary of Defense for Security	100	100	100
42. Office of the Assistant Secretary of Defense for International Security	100	100	100
43. Office of the Assistant Secretary of Defense for Research and Development	100	100	100
44. Office of the Assistant Secretary of Defense for Acquisition	100	100	100
45. Office of the Assistant Secretary of Defense for Logistics	100	100	100
46. Office of the Assistant Secretary of Defense for Health, Safety, and Environment	100	100	100
47. Office of the Assistant Secretary of Defense for Equal Opportunity	100	100	100
48. Office of the Assistant Secretary of Defense for Public Affairs	100	100	100
49. Office of the Assistant Secretary of Defense for Information Operations	100	100	100
50. Office of the Assistant Secretary of Defense for Security	100	100	100

Section	Length in statute miles	Project width	Controlling Depth for 80 percent of project width in midchannel
Everett Creek to Cape Fear River	8.0	90	9.2
Cape Fear River to Southport	9.8	(a)	---
Southport to Lockwoods Folly River	12.1	90	12.0
Lockwoods Folly River to Shallotte River	8.9	90	9.6
Shallotte River to Seaside	6.8	90	10.0
Seaside to Little River	5.5	90	12.0

NOTE: (a) Natural channels exceed project dimensions for the waterway.

Virginia - N. C. State line to Albemarle Sound (33 Miles). Project depth of 12 feet is available along the channel centerline with some encroachment of shoaling from the channel sides at various places (surveyed May 1950).

Alligator River to Pamlico River (65 Miles). Shoal 3,000' long, with maximum width of 90 feet, in western half of channel (250 feet wide), opposite former Alligator River Light 6, Mile 81, Chart 831. This light has now been changed to Alligator River Daybeacon 6. Alligator River Lighted Buoy 6A has been established approximately 60 yards, 150 degrees from Daybeacon 6, in 12 feet of water, to mark the outer edge of this shoal encroaching into the channel (surveyed February 1954).

Shoal, 4 miles long, exists between a point 2,000 feet north of Light 31 and Buoy C 41, Alligator River. Best water, 10.5 feet, is along the channel centerline (surveyed February 1954).

Pamlico River to Neuse River (16 Miles). Project depth of 12 feet is available along the channel centerline (examined June 1950).

Neuse River to Morehead City (21 Miles). There is a controlling depth of not less than 10.0 feet along the channel centerline between Adams Creek and Morehead City (examined January 1955).

Morehead City to Swansboro (26 Miles). A controlling depth of not less than 11.0 feet is available along the channel centerline (examined February 1955).

Swansboro to New River (16 Miles). A controlling depth of not less than 10 feet is available along the channel centerline except for broken shoaling at the New River crossing, Mile 246.6, Chart 834. Centerline controlling depth at this location is 9.8 feet, with best water 10.5 feet in the southerly half of the channel (surveyed February 1955).

New River to Wrightsville Causeway (37 Miles). A controlling depth of not less than 10 feet is available along the channel centerline except for a shoal 700 feet long at the Howe Creek crossing, Mile 280.2, Chart 834. Centerline controlling depth at this location is 8.7 feet, with best water 11.0 feet in the northwesterly half of the channel (surveyed February 1955).

Wrightsville Causeway to Cape Fear River (16 Miles). A controlling depth of not less than 10 feet is available along the channel centerline, except for a small shoal each at Daybeacons 136 and 155, Chart 834. Centerline controlling depth at these shoals is 9.3 feet and 9.2 feet, respectively, with best water along the centerline at Daybeacon 136 and a controlling depth of 9.7 feet in the westerly half of the channel at Daybeacon 155.

Cape Fear River, N. C., to Little River, S. C. (33 Miles). A controlling depth of not less than 10 feet is available along the channel centerline, except for the following shoals:

Shoaling opposite channel leading to Lockwoods Folly Inlet, Mile 321.5, Chart 835. Centerline controlling depth and best water over this shoaling is 9.6 feet (surveyed March 1955).

Shoal, 600 feet long in the easterly half of the channel, 500 feet north-east of Light 82, Chart 835. Controlling depth over this shoal is 7.6 feet, 10 feet inside the easterly prism of the channel. Best water, 11.8 feet, is in the westerly half of the channel (surveyed March 1955).

Shoaling exists in the "cut-off" area opposite Light 117, Mile 341.8, Chart 835. Best water, 12 feet, obtains along the channel centerline (surveyed March 1955).

A-2. Bridges, Ferries and Other Structures Crossing the Waterways.- The following table shows the clearance available at the bridge, ferry, and overhead wire crossing in this district with distances measured southerly along the channel from Norfolk, Virginia.

Name	Type	How Operated	Clearance, feet		Distance Southward from Norfolk, Va. (Statute Miles)
			Vertical Above M.L.W.	Horizontal	
Coinjock Bridge	:Double Swing	: Power	: 7.0(a)	: 80.0	: 49.9
Fairfield Bridge	:Swing	: Power	: 9.8(a)	: 80.0	: 113.8
R.E.A. Wire	:Overhead	: -	:104.0(b)	: -	: 114.0
R.E.A. Wire	:Overhead	: -	:104.4(b)	: -	: 125.9
Wilkerson Creek Bridge	:Swing	: Power	: 9.8(a)	: 80.0	: 125.9
Hobucken Bridge	:Swing	: Power	: 7.0(a)	: 79.0	: 157.2
R.E.A. Wire	:Overhead	: -	:101.0(b)	: -	: 195.8
Core Creek Bridge	:Swing	: Power	: 18.9(a)	: 80.0	: 195.8
C.P. & L. Co., Wire	:Overhead	: -	:100.0(b)	: -	: 195.8
B & M RR Bridge	:Bascule	: Power	: 5.4(c)	: 80.0(d)	: 203.8
Newport River Bridge	:Bascule	: Power	: 10.0(a)(c)	: 80.0	: 203.8
Atlantic Beach Bridge	:Swing	: Power	: 16.2(a)	: 90.0	: 206.7
Hurst Beach Bridge	:Swing	: Power	: 15.0(a)	: 80.0	: 241.5
R.E.A. Wire	:Overhead	: Power	: 84.7(b)	: -	: 260.9
Sears Landing Bridge	:Pontoon	: Power	: - (e)	: 80.0	: 260.9
C.P. & L. Co., Wire	:Overhead	: -	: 88.2(b)	: -	: 283.1
Wrightsville Bridge	:Bascule	: Power	: 6.7(a)	: 80.0	: 283.1
Carolina Beach Bridge	:Swing	: Power	: 16.7(a)(c)	: 80.0	: 295.6
C.P. & L. Co., Wire	:Overhead	: -	: 89.3(b)	: -	: 295.6
Fort Caswell Bridge	:Swing	: Power	: 13.0(a)	: 80.0	: 311.8
Holdens Beach Bridge	:Swing	: Power	: 17.8(a)	: 87.0	: 323.7
Old Brick Landing Ferry	:Cable	: Power	: -	: 236.0	: 331.0

The following information was obtained from the records of the
 Department of the Interior, Bureau of Land Management, for the
 period from 1900 to 1909. The information is given in the
 following table:

The following table shows the number of acres of land
 which were surveyed and the number of acres which were
 patented during the period from 1900 to 1909. The
 information is given in the following table:

Year	Number of acres surveyed	Number of acres patented
1900	1,000,000	500,000
1901	1,200,000	600,000
1902	1,400,000	700,000
1903	1,600,000	800,000
1904	1,800,000	900,000
1905	2,000,000	1,000,000
1906	2,200,000	1,100,000
1907	2,400,000	1,200,000
1908	2,600,000	1,300,000
1909	2,800,000	1,400,000

A-3. Conditions at Bridges.- Alphabetical listing refers to table in paragraph A-2 above.

(a) Draw closed.

(b) Actual clearance shown. These wires carry high voltage and a margin of safety should be allowed when weather conditions are unfavorable.

(c) Extreme caution advised when approaching and passing through this drawbridge with a fair tide. (See Information Bulletin on AIVV - provisions under section entitled "The Regulations.")

(d) Draw with minimum horizontal clearance of 60 feet at Beaufort. Overhead power cable across Gallants Channel, between the railroad and highway bridge, at Beaufort. Vertical clearance 87.5 feet above mean low water (85.0 feet above mean high water.) See Coast Charts Nos. 833 and 420.

(e) The pontoon bridge has been moved about 200 feet northeast to a temporary crossing during the construction of a new drawbridge at the permanent crossing.

A-4. Sketches of Bridges.- Prints of the following listed bridges are attached:

- a. Railroad and Highway Bridge at Morehead City, N. C.
- b. Atlantic Beach Bridge.
- c. Carolina Beach Bridge.

... of the ...
... of the ...

(1) ...
... of the ...

(2) ...
... of the ...

(3) ...
... of the ...

(4) ...
... of the ...

(5) ...
... of the ...

A-5. Work in Progress.- Maintenance dredging for the removal of shoals with less than a 10-foot depth between New River, N. C., and Little River, S. C., is expected to commence about the middle of April 1955.

1
The following information was obtained from the records of the
State of California, Department of Public Safety, on the date
of this report.

VALUABLE

RETURN TO
PUBLIC WORKS
OFFICE
CAMP LEJEUNE
NORTH CAROLINA

SUBJECT

*Permanent Control Markers
for Future Extension of Mine
Hammock Bay Channel from
Water-way to New River Inlet*

FIELD PARTY

Dillon IN CHARGE
____ INSTRUMENT
____ NOTES
____ TAPE READ
____ TAPE OR ROD
____ TAPE OR ROD
____ INSTRUMENT NO.
____ TAPE NO.

WEATHER

CLEAR
CLOUDY
WINDY
RAIN
FAIR

SNOW
HOT
MODERATE
COLD
FOG

FILE No. *240-Gen.*

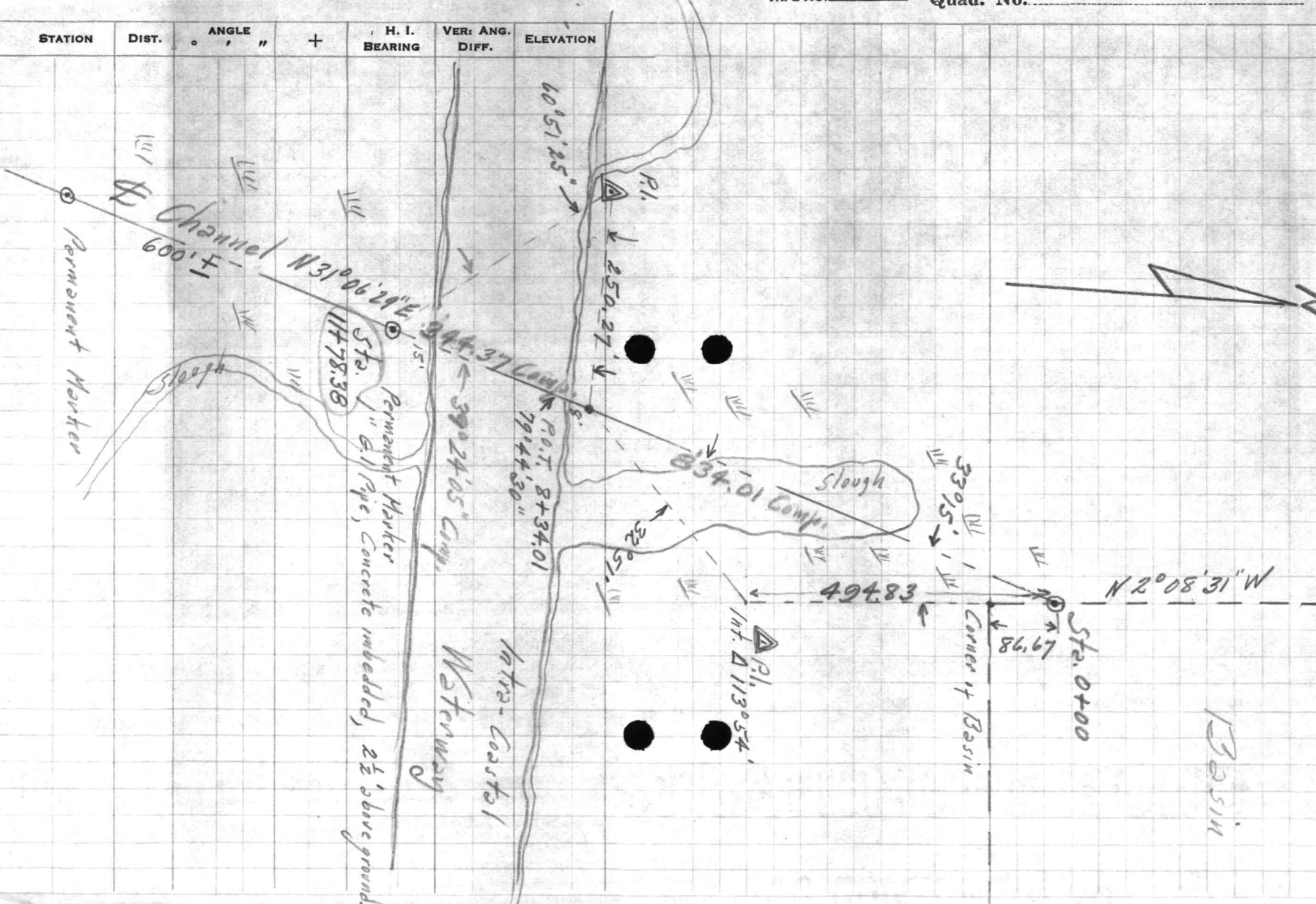
FLDR. No. _____

SHEET *#1*

DATE *10/13/1955*

FIGURED BY _____
NOTES CHECKED BY _____
PLOTTED BY _____
Quad. No. _____

STATION	DIST.	ANGLE ° ' "	+	H. I. BEARING	VER. ANG. DIFF.	ELEVATION
---------	-------	----------------	---	------------------	--------------------	-----------



VALUABLE

RETURN TO
SULLO WORKS
OFFICE
CAMP LEONIE
NORTH CAROLINA

SUBJECT

STATION

DIST

ANGLE

BEARING

DIFF

ELEVATION

FIELD PARTY

WEATHER

IN CHARGE

CELESTIAL

TERRESTRIAL

WINDY

MOON

TEMP

TIME OF DAY

FOUNDED BY

NAME OF JOB

NUMBER OF STATIONS

DATE OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

NAME OF JOB

FOUNDED BY

INSTRUMENT NO.

DATE OF JOB

VALUABLE

RETURN TO
PUBLIC WORKS
OFFICE
CAMP LEJEUNE
NORTH CAROLINA

SUBJECT TEST BORING IN
STAGGING AREA MILE
HAMMOCK BAY.

FIELD PARTY
DENNIS IN CHARGE
INSTRUMENT _____
NOTES _____
TAPE READ _____
TAPE OR ROD _____
TAPE OR ROD _____
INSTRUMENT NO. _____
TAPE NO. _____

WEATHER
CLEAR _____
CLOUDY _____
WINDY _____
RAIN _____
FAIR _____
SNOW _____
HOT _____
MODERATE _____
COLD _____
FOG _____
FIGURED BY _____
NOTES CHECKED BY _____
PLOTTED BY _____

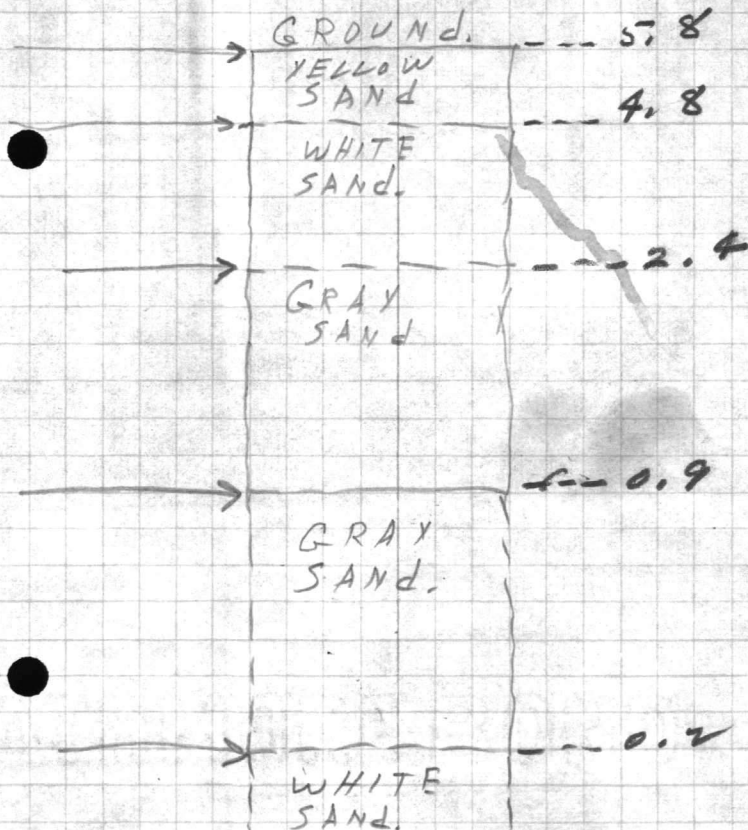
FILE No. 240-664
FLDR. No. _____
SHEET 1 of 7
DATE 2-1 1956

Quad. No. _____

STATION	DIST.	ANGLE ° ' "	+	H. I. BEARING	VER. ANG. DIFF.	ELEVATION
B.M.				2 87 15.91		13 04
T.P.				3.57	7 81 8.10	8.10
				11.67		
				11.7		
HOLE # 1				GROUND.	5.9	5.8
				BEGINNING WHITESAND.	6.9	4.8
				BEGINNING GRAYSAND.	9.3	2.4
				WATER ENTERING HOLE FROM NORTH SIDE OF HOLE		
				STILL IN GRAYS + BLACKSAND.	10.8	0.9
				WATER ENTERING FROM NORTH + SOUTH OF HOLE		
				BEGINNING WHITE SAND	11.5	0.2
				WATER ENTERING FROM ALL SIDES OF HOLE		

MON. EAST END STAGGING AREA

TOP STAKE BETWEEN HOLES # 1 & 2



VALUABLE

RETURN TO
FEDERAL BUREAU OF
INVESTIGATION
WASHINGTON, D.C.
20535

STATION DISTANCE ANGLE

H. I. VAN ARMAN
FEDERAL BUREAU OF INVESTIGATION

DATE OF RECORD
TIME OF RECORD

DATE OF OBSERVATION

WEATHER

WIND DIRECTION
WIND VELOCITY
TEMPERATURE
RELATIVE HUMIDITY
PRESSURE

OBJECT IDENTIFICATION
OBJECT DESCRIPTION
OBJECT LOCATION
OBJECT DISTANCE
OBJECT ANGLE

FILE NO.
SERIAL NO.

DATE

TIME

STATION

DISTANCE

ANGLE

WEATHER

WIND DIRECTION

WIND VELOCITY

TEMPERATURE

RELATIVE HUMIDITY

PRESSURE

OBJECT IDENTIFICATION

OBJECT DESCRIPTION

OBJECT LOCATION

OBJECT DISTANCE

OBJECT ANGLE

DATE OF RECORD

TIME OF RECORD

DATE OF OBSERVATION

WEATHER

WIND DIRECTION

WIND VELOCITY

TEMPERATURE

RELATIVE HUMIDITY

PRESSURE

OBJECT IDENTIFICATION

OBJECT DESCRIPTION

OBJECT LOCATION

OBJECT DISTANCE

OBJECT ANGLE

VALUABLE

SUBJECT _____

RETURN TO
PUBLIC WORKS
OFFICE
CAMP LEJEUNE
NORTH CAROLINA

FIELD PARTY

 _____ IN CHARGE
 _____ INSTRUMENT
 _____ NOTES
 _____ TAPE READ
 _____ TAPE OR ROD
 _____ TAPE OR ROD
 _____ INSTRUMENT NO.
 _____ TAPE NO.

WEATHER

 CLEAR
 CLOUDY
 WINDY
 RAIN
 FAIR
 SNOW
 HOT
 MODERATE
 COLD
 FOG

FILE No. _____

FLDR. No. _____

SHEET 2 of 7

FIGURED BY _____

NOTES CHECKED BY _____

PLOTTED BY _____

DATE _____

19__

Quad. No. _____

STATION	DIST.	ANGLE ° ' "	+	H. I. BEARING	VER. ANG. DIFF.	ELEVATION
---------	-------	----------------	---	------------------	--------------------	-----------

16.78

(16.8)

FOR

H.I.

SEE SHEET # 4

HOLE # 2 GROUND

5.7 11.1

BEGINNING GRAYS + WHITE
SAND.

8.0 8.8

11.0 + 5.8

WATER ENTERING HOLE
FROM ALL SIDES SEEMS TO
BE MORE FROM WESTSIDE

DIT SAME AS HOLE AT 13.8 3.0
+ 5.8: UNABLE TO GO
DEEPER HOLE CAVED IN.

GROUND 11.1

YELLOW
SAND.

8.8

GRAYS
+ WHITE
SAND.

5.8

GRAYS
+ WHITE
SAND.

3.0

USED BLYTHE BRO.
CRANE 2 HRS.
FOR DIGGING HOLES

VALUABLE
RETURNED
PUBLIC WORKS
OFFICE
CAMP LEWIS
NORTH CAROLINA

SUBJECTS

STATION

Date

ANGLE

BEARING

H. I. / VER. ANG.

LEVATION

FIELD PARTY
IN CHARGE
RETRURN
INDEX
TABLE STATION
PAGE OF BOOK
PAGE OF BOOK

WEATHER
CLEAR
WINDY
RAIN
FAIR

END
NO. 100

NOTES CHECKED BY
NOTES CHECKED BY

FILE NO.

VALUABLE

SUBJECT _____

RETURN TO
 PUBLIC WORKS
 OFFICE
 CAMP LEJEUNE
 NORTH CAROLINA

FIELD PARTY

IN CHARGE _____
 INSTRUMENT _____
 NOTES _____
 TAPE READ _____
 TAPE OR ROD _____
 TAPE OR ROD _____
 INSTRUMENT NO. _____
 TAPE NO. _____

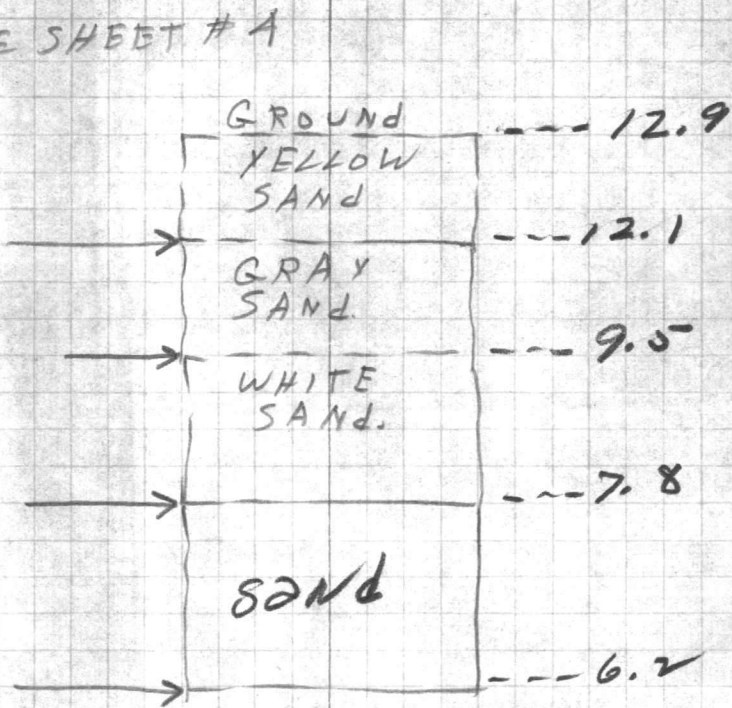
WEATHER

CLEAR _____ SNOW _____
 CLOUDY _____ HOT _____
 WINDY _____ MODERATE _____
 RAIN _____ COLD _____
 FAIR _____ FOG _____
 FIGURED BY _____
 NOTES CHECKED BY _____
 PLOTTED BY _____

FILE No. _____
 FLDR. No. _____
 SHEET 3 of 7
 DATE _____ 19__

Quad. No. _____

STATION	DIST.	ANGLE ° ' " +	H. I. BEARING	VER. ANG. DIFF.	ELEVATION
			16 78 (16-8)		FOR. H.I. SEE SHEET # 4
HOLE # 3		GROUND.		3.9	12.9
		BEGINNING GRAY SAND.		4.7	12.1
		BEGINNING WHITE SAND.		7.3	9.5
		WATER ENTERING HOLE FROM ALL SIDES MOSTLY FROM NORTH SIDE		9.0	7.8
		SAME AS HOLE AT + 7-8.		10.6	6.2



STATION DIST
ANGLE
MAGNETIC BEARING
DIP AND ELEVATION
SOUTH CAROLINA
OWNERS
OFFICE
TITLE WORKS
RETURN TO

FIELD PARTY
DATE OF LOG
TABLE NO.
TABLE OR ROD
INSTRUMENT
NOTES
TAXES PAID
TAXES CHECKED BY
DATE

WEATHER
CLEAR
PARTLY CLOUDY
CLOUDY
WINDY
CALM
RAIN
FOUNDED BY
NO. OF CHECKS BY
DATE

STATION DIST
ANGLE
MAGNETIC BEARING
DIP AND ELEVATION

VALUABLE

SUBJECT _____

RETURN TO
 PUBLIC WORKS
 OFFICE
 CAMP LEJEUNE
 NORTH CAROLINA

FIELD PARTY

 IN CHARGE

 INSTRUMENT

 NOTES

 TAPE READ

 TAPE OR ROD

 TAPE OR ROD

 INSTRUMENT NO. _____
 TAPE NO. _____

WEATHER

CLEAR _____
 CLOUDY _____
 WINDY _____
 RAIN _____
 FAIR _____
 SNOW _____
 HOT _____
 MODERATE _____
 COLD _____
 FOG _____
 FIGURED BY _____
 NOTES CHECKED BY _____
 PLOTTED BY _____

FILE No. _____
 FLDR. No. _____
 SHEET 7 of 7
 DATE _____ 19__

Quad. No. _____

STATION	DIST.	ANGLE			H. I. BEARING	VER. ANG. DIFF.	ELEVATION	
		°	'	"				
B.m.					2 87	15.91	13.04	MON. EAST END STAGGING AREA
T.P.					3 57	7.81	8.10	TOP STAKE BETWEEN HOLE # 1 & 2
					11.67			
T.P.					9 13	4.02	7.65	
					16.78			
T.P.					5.39	6.33	10.45	
					15.84			
B.m.					2.80	13.04	13.04	SAME AS ABOVE

VALUABLE

RETURN TO:
PUBLIC WORKS
DIVISION
CAMP LEASING
SOUTH CAROLINA

SUBJECT

STATION DIST

ANGLE

+

BEARING

DIR

ELEVATION

OLD PARTY

WEATHER

WIND

TEMP

MOON

PHASE

TIME

OF DAY

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

STATE

NO

DATE

TIME

OF DAY

NO

VALUABLE
 SUBJECT _____

 RETURN TO
 PUBLIC WORKS
 OFFICE
 CAMP LEJEUNE
 NORTH CAROLINA

FIELD PARTY

 _____ IN CHARGE
 _____ INSTRUMENT
 _____ NOTES
 _____ TAPE READ
 _____ TAPE OR ROD
 _____ TAPE OR ROD
 _____ INSTRUMENT NO.
 _____ TAPE NO.

WEATHER

 CLEAR
 CLOUDY
 WINDY
 RAIN
 FAIR
 SNOW
 HOT
 MODERATE
 COLD
 FOG

FILE No. _____

FLDR. No. _____

FIGURED BY _____ SHEET 545

NOTES CHECKED BY _____

PLOTTED BY _____ DATE _____ 19__

Quad. No. _____

STATION	DIST.	ANGLE ° ' "	+	H. I. BEARING	VER. ANG. DIFF.	ELEVATION
---------	-------	----------------	---	------------------	--------------------	-----------

				16 78		
				(16-8)		

					10.3	6.5
--	--	--	--	--	------	-----

					10.9	5.9
--	--	--	--	--	------	-----

Notes for computing H.I. - ON SHEET #2

WATER LEVEL IN EXISTING DITCH

BOTTOM, EXISTING DITCH

HOLE # 2

20' NORTH EXISTING
DITCH.

VALENTINE

SUBJECT

RETURN TO
PUBLIC WORKS
OFFICE
CAMP FLEMING
NORTH CAROLINA

STATION

DATE

ANGLE

TIME HEARING

M.I. VERB AND

DEVIATION

TABLE NO.

TABLE OF LOG

INVESTIGATED BY

DATE

TABLE NO.

TABLE OF LOG

DATE

WEATHER

TABLE OF LOG

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE NO.

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

TABLE OF LOG

DATE

VALUABLE

SUBJECT _____

233
29
154

RETURN TO
PUBLIC WORKS
OFFICE
CAMP LEJEUNE
NORTH CAROLINA

FIELD PARTY

IN CHARGE

INSTRUMENT

NOTES

TAPE READ

TAPE OR ROD

TAPE OR ROD

INSTRUMENT No.

TAPE No. _____

WEATHER

CLEAR
CLOUDY
WINDY
RAIN
FAIR
SNOW
HOT
MODERATE
COLD
FOG

FILE No. _____
FLDR. No. _____
SHEET 6 of 7
NOTES CHECKED BY _____
FIGURED BY _____
PLOTTED BY _____
DATE _____ 19__

Quad. No. _____

STATION	DIST.	ANGLE ° ' "	+	H. I. BEARING	VER. ANG. DIFF.	ELEVATION
---------	-------	----------------	---	------------------	--------------------	-----------

HOLE #3



176'

HOLE #2



154'

HOLE #1



79'

343'

EAST BULKHEAD

SHORE LINE

WEST BULK HEAD.

AVAILABLE
RETURN TO
PUBLIC WORKS
OFFICE
CARR LEBRON
NORTH CAROLINA

SUBJECT

STATION

INSTR.

ANGLE

H. I.

BEARING

VERT. ANGLE
ELEVATION

WEATHER

WIND

TEMP.

WIND

NOTE

APPROX. BEARING

APPROX. DIST.

APPROX. ELEVATION

APPROX. BEARING

APPROX. DIST.

APPROX. ELEVATION

VALUABLE
 SUBJECT _____

 RETURN TO
 PUBLIC WORKS
 OFFICE
 CAMP LEJEUNE
 NORTH CAROLINA

FIELD PARTY

 _____ IN CHARGE
 _____ INSTRUMENT
 _____ NOTES
 _____ TAPE READ
 _____ TAPE OR ROD
 _____ TAPE OR ROD
 _____ INSTRUMENT NO.
 _____ TAPE NO.

WEATHER

 CLEAR
 CLOUDY
 WINDY
 RAIN
 FAIR
 SNOW
 HOT
 MODERATE
 COLD
 FOG

FILE No. _____

FLDR. No. _____

SHEET 7 of 7

FIGURED BY _____ NOTES CHECKED BY _____

PLOTTED BY _____ DATE _____ 19__

Quad. No. _____

STATION	DIST.	ANGLE		+	H. I. BEARING	VER. ANG. DIFF.	ELEVATION	
		°	' "					
B.M.					752 15 62		8 10	T.P. TOP STAKE BETWEEN HOLES # 1 & 2
HOLE #1					WATER LEVEL	12.05	3.57	STILL RUNNING IN FROM NORTH
HOLE # 2					WATER LEVEL	8.23	6.89	NO SIGN of water Running IN
HOLE #3					WATER LEVEL	6 10	9.52	STILL RUNNING IN FROM SOUTH EAST

VALUABLE

RETURN TO
FIELD WORK
OFFICE
CAMP LEONARD
NORTH CAROLINA

STATION

ANCHOR

H. L. VAIL AND
BRASHEAR D. T.

LEAVELAND

FIELD PARTY

IN CHARGE

MEMBERS

DATE

TIME

TYPE OF

LOCATION

REMARKS

WEATHER

WIND

MOON

TEMP.

WIND DIRECTION

WIND VELOCITY

WIND FORCE

WIND STATE

FIELD NO.

DATE

TIME

TYPE OF

LOCATION

REMARKS

U. S. ARMY ENGINEER DISTRICT, WILMINGTON
CORPS OF ENGINEERS
308 CUSTOMHOUSE
WILMINGTON, NORTH CAROLINA

Appendices to Bulletin on the Atlantic
Intracoastal Waterway, Wilmington, N. C.,
District, Dated 1 October 1958

A-1. Controlling Dimensions of Channel. Based on the latest surveys, the controlling dimensions of the Atlantic Intracoastal Waterway in this district are as follows:

Section	: Length : : in : : Statute Miles :	: Project Width : : Width :	: Controlling Depth : for 80 Percent of : Project Width in : Midchannel
Virginia Line to North Carolina Cut	: 11.5	: 250	: 12.0
North Carolina Cut	: 6.0	: 90	: 12.0
North Carolina Cut to North River Bar	: 12.0	: 250	: 12.0
North River Bar to Albemarle Sound	: 2.0	: 300	: 12.0
Albemarle Sound	: 12.5	: (a)	: ---
Alligator River to Land Cut	: 25.2	: 250	: 9.8
Alligator - Pungo Land Cut	: 22.5	: 90	: 11.1
Pungo River to Durants Point	: 8.1	: 250	: 12.0
Durants Point to Mouth of Goose Creek	: 15.6	: (a)	: ---
Goose Creek to Land Cut	: 5.5	: 250	: 12.0
Goose Creek - Bay River Land Cut	: 3.8	: 90	: 12.0
Bay River	: 1.6	: 250	: 12.0
Bay River to Mouth of Adams Creek	: 24.0	: (a)	: ---
Adams Creek to Head	: 6.0	: 250	: 12.0
Head of Adams Creek to Land Cut	: 1.0	: 125	: 12.0
Adams Creek - Core Creek Land Cut	: 6.3	: 90	: 12.0
Land Cut to Mouth of Core Creek	: 2.2	: 125	: 12.0
Core Creek to Morehead City Bridge	: 4.0	: 250	: 12.0
Morehead City to Broad Creek	: 13.6	: 90	: 12.0
Broad Creek to Guthrie Point	: 6.8	: 90	: 12.0
Guthrie Point to Swansboro	: 5.7	: 90	: 12.0
Swansboro to Bear Creek	: 6.0	: 90	: 10.5
Bear Creek to New River	: 10.9	: 90	: 11.0
New River to Dixon Point	: 11.5	: 90	: 11.1
Dixon Point to Virginia Creek	: 5.5	: 90	: 12.0
Virginia Creek to Old Point	: 6.6	: 90	: 11.1
Old Point to Wrightsville Causeway	: 12.7	: 90	: 12.0
Wrightsville Causeway to Everett Creek	: 7.8	: 90	: 12.0
	: :	: :	: :

Section	Length : in : Statute : Miles	Project : Width : Project	Controlling Depth : for 80 Percent of : Project Width in : Midchannel
Everett Creek to Cape Fear River	: 8.0	: 90	: 10.7
Cape Fear River to Southport	: 9.8	: (a)	: ---
Southport to Lockwoods Folly River	: 12.1	: 90	: 10.7
Lockwoods Folly River to Shallote River	: 8.9	: 90	: 10.7
Shallote River to Seaside	: 6.8	: 90	: 10.8
Seaside to Little River	: 5.5	: 90	: 12.0
	: :	: :	: :

NOTE: (a) Natural channels exceed project dimensions for the waterway.

Virginia - N. C. State Line to Albemarle Sound (33 Miles). Project depth of 12 feet is available along the channel centerline with some encroachment of shoaling from the channel sides at various places (surveyed February 1957).

Alligator River to Pamlico River (65 Miles). A shoal 1,200 feet long with maximum width of 120 feet, exists in western half of channel (250 feet wide), opposite Alligator River Buoy 6, Mile 81, Chart 831. Alligator River Lighted Buoy 6 has been established in 12 feet of water, to mark the outer edge of this shoal encroaching into the channel (examined March 1959). This shoal is scheduled to be removed during July 1959.

Shoaling over a distance of approximately 3-1/2 miles exists between Alligator River Lights 28 and 54. Best water, 10.2 feet at m.l.w., exists along the centerline over this area except in the area 1,000' north of Alligator River Light 31 to opposite the Light; best water is approximately 9.8 feet at m.l.w. along western quarter of channel (examined March 1959). Removal of this shoaling is scheduled to be completed in July 1959.

A shoal 2,500 feet long, with a centerline controlling depth of 11.7 feet at m.l.w., exists about 4 miles east of Wilkerson Creek Bridge (examined May 1959).

Pamlico River to Neuse River (16 Miles). Project depth of 12 feet is available along the channel centerline (examined June 1957).

Neuse River to Morehead City (21 Miles). There is a controlling depth of 12.0 feet at m.l.w. along the channel centerline (surveyed September 1953).

Morehead City to Swansboro (26 Miles). There is a controlling depth of 12.0 feet at m.l.w. along the channel centerline (examined February 1959).

Swansboro to New River (16 Miles). There is a controlling depth of 10.5 feet at m.l.w. along the channel centerline (examined February 1959).

New River to Wrightsville Causeway (37 Miles). There is a controlling depth of 11.1 feet at m.l.w. along the channel centerline (examined March 1959).

Wrightsville Causeway to Cape Fear River (16 Miles). There is a controlling depth of 10.7 feet at m.l.w. along the channel centerline (examined March 1959).

Cape Fear River, N. C., to Little River, S. C. (33 Miles). A controlling depth of 10.7 feet at m.l.w. is available along the channel centerline (examined March-April 1959).

A-2. Bridges, Ferries, and Other Structures Crossing the Waterways. The following table shows the clearance available at the bridge, ferry, and overhead wire crossings in this district with distances measured southerly along the channel from Norfolk, Virginia:

Swampboro to New River (23 Miles). There is a controlling depth
of 10.5 feet at m.l.w. along the channel centerline (examined February
1933).

New River to Winterville (23 Miles). There is a con-
trolling depth of 11.1 feet at m.l.w. along the channel centerline
(examined March 1933).

Winterville to Cape Fear River (23 Miles). There is a
controlling depth of 10.5 feet at m.l.w. along the channel centerline
(examined March 1933).

Cape Fear River, N.C., to Little River (23 Miles). A
controlling depth of 10.5 feet at m.l.w. is available along the channel
centerline (examined March 1933).

A-2. Bridges, Locks, and Other Structures Crossing the Waterways.
The following table shows the structure details of the bridges, locks,
and overhead wire crossings in this section with distances measured
southerly along the channel from Norfolk, Va. to the

A-4. Sketches of Bridges. Prints of the following listed bridges are attached:

- a. Railroad and Highway Bridge at Morehead City, N. C.
- b. Atlantic Beach Bridge.
- c. Carolina Beach Bridge.

A-5. Work in Progress. Restoration of project depth of 12 feet at shoaled areas in Alligator River, Miles 80 to 105, is scheduled to be completed in July 1959.

A-4. Sketches of Bridges. Prints of the following listed bridges are attached:

- a. Railroad and Highway Bridge at Morehead City, N. C.
- b. Atlantic Beach Bridge.
- c. Carolina Beach Bridge.

A-5. Work in Progress. Restoration of project depth of 12 feet at shoaled areas in Alligator River, Miles 80 to 102, is scheduled to be completed in July 1959.

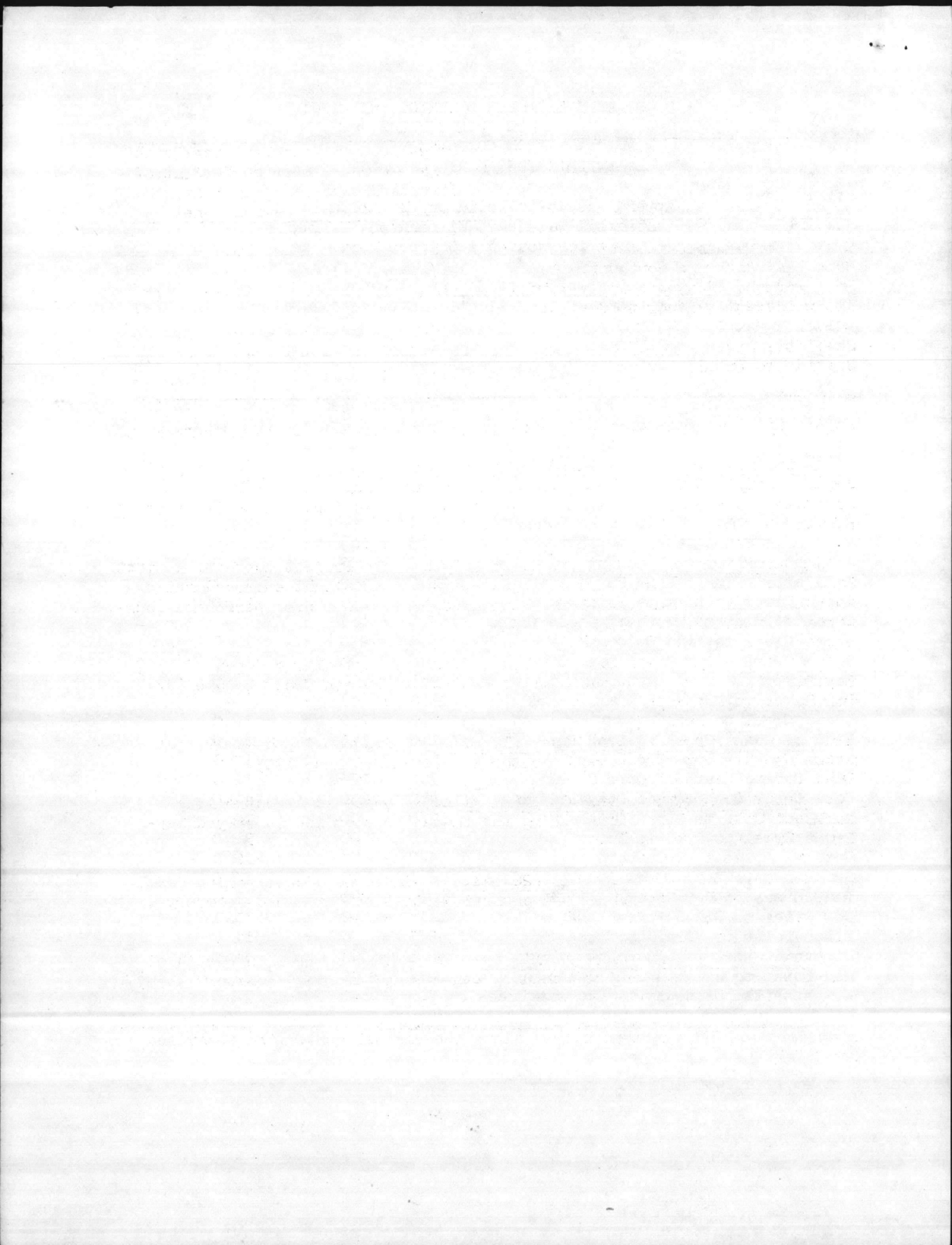
U. S. ARMY ENGINEER DISTRICT, WILMINGTON
 CORPS OF ENGINEERS
 308 CUSTOMHOUSE
 WILMINGTON, NORTH CAROLINA

4E-10
 4E-16 495
 4E-200 Retain
 m.s.H.

Appendices to Bulletin on the Atlantic
 Intracoastal Waterway, Wilmington, N. C.,
 District, Dated 1 October 1959

A-1. Controlling Dimensions of Channel. Based on the latest surveys, the controlling dimensions of the Atlantic Intracoastal Waterway in this district are as follows:

Section	:Length :		:Controlling Depth	
	: in :	: Statute Miles :	: for 80 Percent of Project Width in :	: Midchannel :
Virginia Line to North Carolina Cut	: 11.5	: 250	: 12.0	
North Carolina Cut	: 6.0	: 90	: 12.0	
North Carolina Cut to North River Bar	: 12.0	: 250	: 12.0	
North River Bar to Albemarle Sound	: 2.0	: 300	: 12.0	
Albemarle Sound	: 12.5	: (a)	: --	
Alligator River to Land Cut	: 25.2	: 250	: 12.0	
Alligator - Pungo Land Cut	: 22.5	: 90	: 11.1	
Pungo River to Durants Point	: 8.1	: 250	: 12.0	
Durants Point to Mouth of Goose Creek	: 15.6	: (a)	: --	
Goose Creek to Land Cut	: 5.5	: 250	: 12.0	
Goose Creek - Bay River Land Cut	: 3.8	: 90	: 12.0	
Bay River	: 1.6	: 250	: 12.0	
Bay River to Mouth of Adams Creek	: 24.0	: (a)	: ---	
Adams Creek to Head	: 6.0	: 250	: 12.0	
Head of Adams Creek to Land Cut	: 1.0	: 125	: 12.0	
Adams Creek - Core Creek Land Cut	: 6.3	: 90	: 12.0	
Land Cut to Mouth of Core Creek	: 2.2	: 125	: 12.0	
Core Creek to Morehead City Bridge	: 4.0	: 250	: 12.0	
Morehead City to Broad Creek.	: 13.6	: 90	: 12.0	
Broad Creek to Guthrie Point	: 6.8	: 90	: 12.0	
Guthrie Point to Swansboro	: 5.7	: 90	: 12.0	
Swansboro to Bear Creek	: 6.0	: 90	: 10.5	
Bear Creek to New River	: 10.9	: 90	: 11.0	
New River to Dixon Point	: 11.5	: 90	: 11.1	
Dixon Point to Virginia Creek	: 5.5	: 90	: 12.0	
Virginia Creek to Old Point	: 6.6	: 90	: 11.1	
Old Point to Wrightsville Causeway	: 12.7	: 90	: 12.0	
Wrightsville Causeway to Everett Creek	: 7.8	: 90	: 12.0	
	:	:	:	



Section	:Length : : in : :Statute:Project:Project Width in : Miles : Width :	:Controlling Depth :for 80 Percent of :Project Width in : Midchannel
Everett Creek to Cape Fear River	: 8.0 : 90 :	10.7
Cape Fear River to Southport	: 9.8 : (a) :	--
Southport to Lockwoods Folly River	: 12.1 : 90 :	10.7
Lockwoods Folly River to Shallotte River	: 8.9 : 90 :	10.7
Shallotte River to Seaside	: 6.8 : 90 :	10.8
Seaside to Little River	: 5.5 : 90 :	12.0

NOTE: (a) Natural channels exceed project dimensions for the waterway.

Virginia - N. C. State Line to Albemarle Sound (33 Miles). Project depth of 12 feet is available along the channel centerline with some encroachment of shoaling from the channel sides at various places (surveyed February 1957).

Alligator River to Pamlico River (65 Miles). Project depth of 12 feet is available for full bottom width except for some slight encroachment of shoaling from the channel sides where dredging has not been performed (surveyed June and July 1959).

A shoal 2,500 feet long, with a centerline controlling depth of 11.7 feet at m.l.w., exists about 4 miles east of Wilkerson Creek Bridge (examined May 1959).

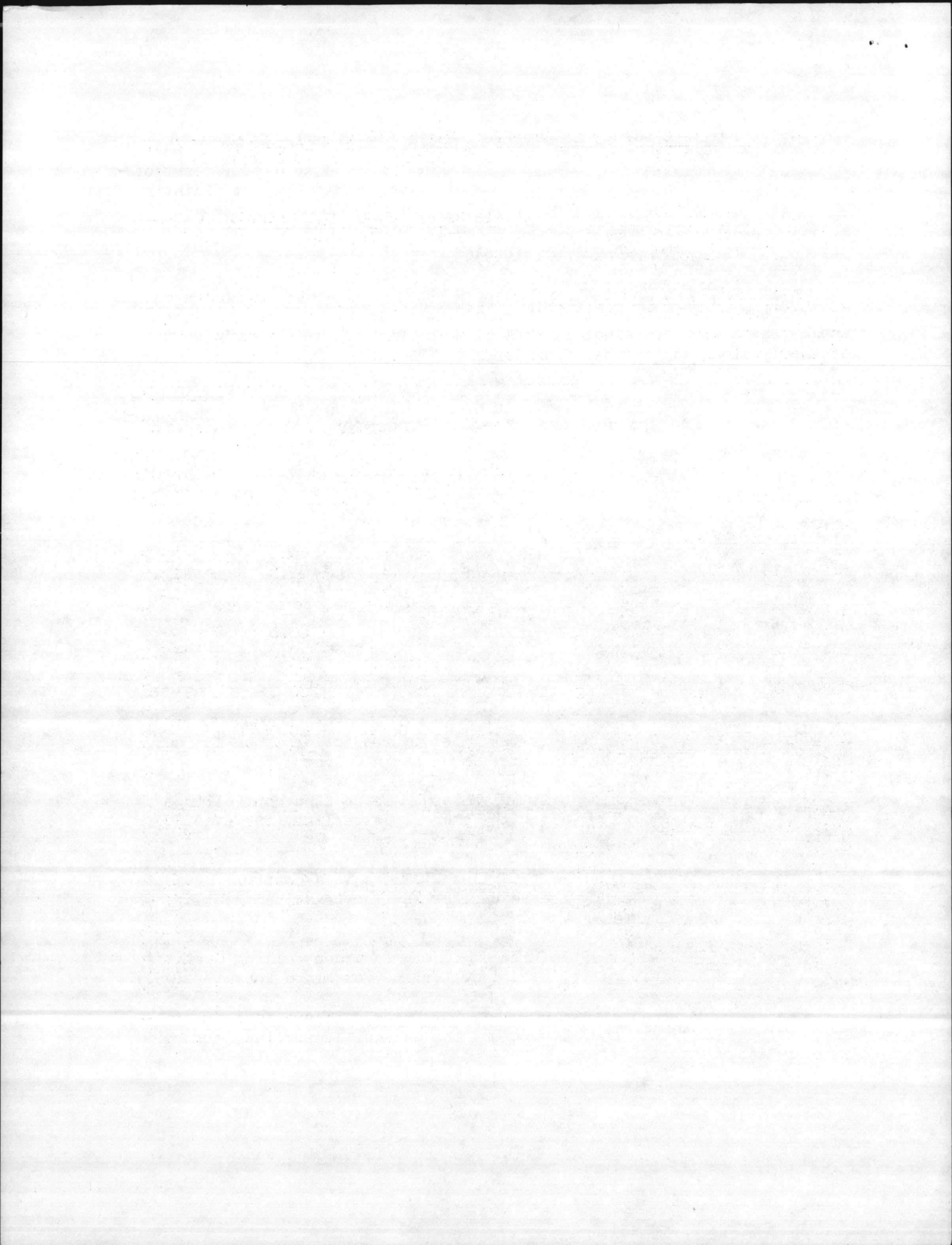
Pamlico River to Neuse River (16 Miles). Project depth of 12 feet is available along the channel centerline (examined June 1957).

Neuse River to Morehead City (21 Miles). There is a controlling depth of 12.0 feet at m.l.w. along the channel centerline (surveyed September 1958).

Morehead City to Swansboro (26 Miles). There is a controlling depth of 12.0 feet at m.l.w. along the channel centerline (examined February 1959).

Swansboro to New River (16 Miles). There is a controlling depth of 10.5 feet at m.l.w. along the channel centerline (examined February 1959).

New River to Wrightsville Causeway (37 Miles). There is a controlling depth of 11.1 feet at m.l.w. along the channel centerline (examined March 1959).

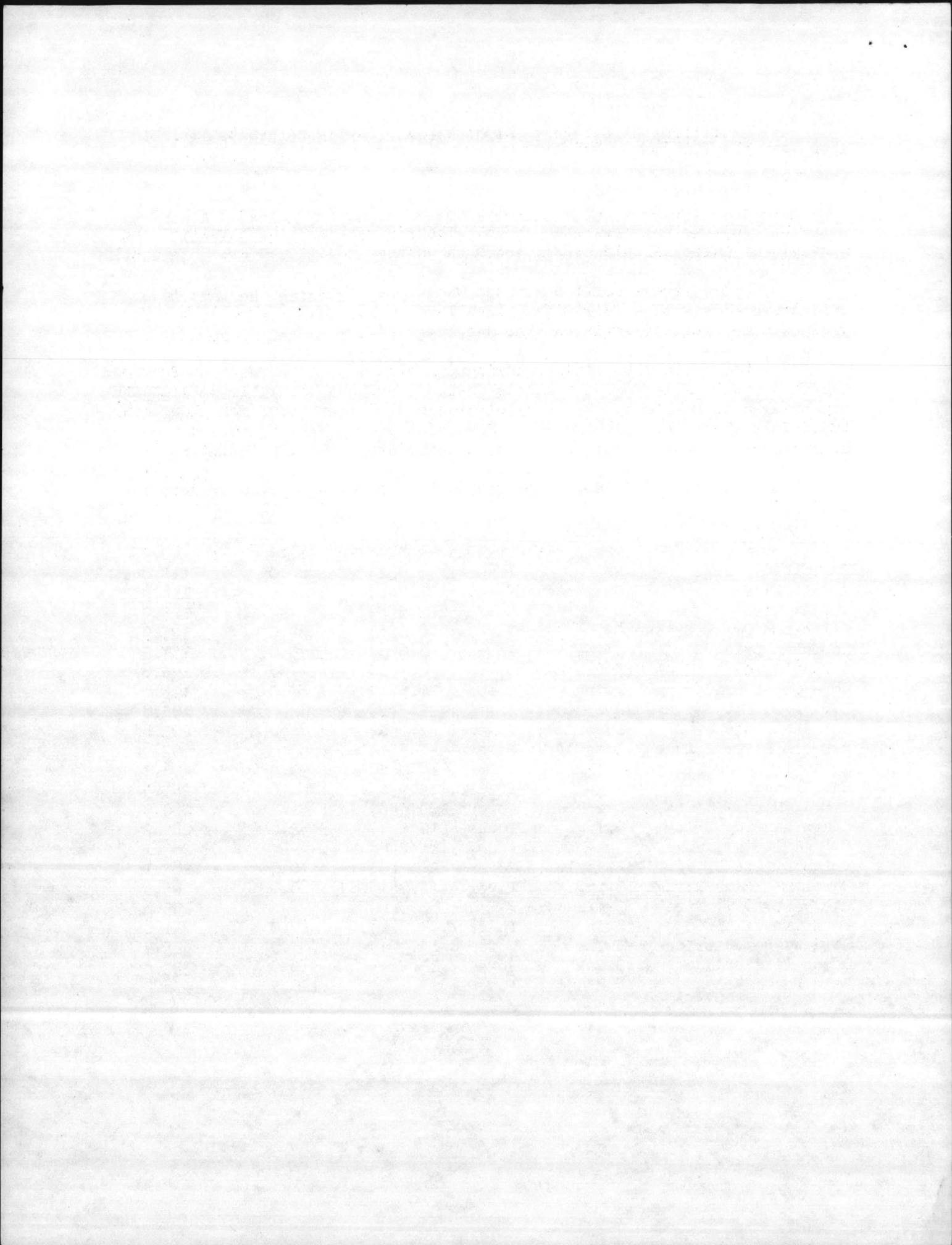


Wrightsville Causeway to Cape Fear River (16 Miles). There is a controlling depth of 10.7 feet at m.l.w. along the channel centerline (examined March 1959).

Cape Fear River, N. C., to Little River, S. C. (33 Miles). A controlling depth of 10.7 feet at m.l.w. is available along the channel centerline (examined March-April 1959).

A-2. Bridges, Ferries, and Other Structures Crossing the Waterways. The following table shows the clearance available at the bridge, ferry, and overhead wire crossings in this district with distances measured southerly along the channel from Norfolk, Virginia:

Name	Type	How Operated	Clearance, feet		Distance Southward from Norfolk, Va. (Statute Miles)
			Vertical Above M.H.W.	Horizontal	
Coinjock Bridge	:Double	:	:	:	:
	: Swing	: Power	: 4.0(a)	: 80.0	: 49.9
Fairfield Bridge	:Swing	: Power	: 7.0(a)	: 80.0	: 113.8
R.E.A. Wire	:Overhead:	-	:101.0(b)	: --	: 114.0
R.E.A. Wire	:Overhead:	-	:102.5(b)	: --	: 125.9
Wilkerson Creek Bridge	:Swing	: Power	: 8.0(a)	: 80.0	: 125.9
Hobucken Bridge	:Swing	: Power	: 6.0(a)	: 79.0	: 157.2
R.E.A. Wire	:Overhead:	-	: 98.5(b)	: --	: 195.8
Core Creek Bridge	:Swing	: Power	: 16.5(a)	: 80.0	: 195.8
C.P. & L. Co., Wire	:Overhead:	-	: 97.5(b)	: --	: 195.8
B&M RR Bridge	:Bascule	: Power	: 3.0(c)	: 80.0(d)	: 203.8
Newport River Bridge	:Bascule	: Power	: 7.5(a)(c)	: 80.0	: 203.8
Atlantic Beach Bridge	:Swing	: Power	: 13.0(a)	: 90.0	: 206.7
Hurst Beach Bridge	:Swing	: Power	: 12.0(a)	: 80.0	: 241.5
R.E.A. Wire	:Overhead:	Power	:105.0(b)	: --	: 260.9
Sears Landing Bridge	:Swing	: Power	: 12.5	: 92.0	: 260.9
C.P. & L. Co., Wire	:Overhead:	-	: 85.2(b)	: --	: 283.1
Wrightsville Bridge	:Bascule	: Power	: 20.7(a)	: 90.0	: 283.1
Carolina Beach Bridge	:Swing	: Power	: 13.2(a)(c)	: 80.0	: 295.6
C.P. & L. Co., Wire	:Overhead:	-	: 85.5(b)	: --	: 295.6
Fort Caswell Bridge	:Swing	: Power	: 9.0(a)	: 80.0	: 311.8
Holdens Beach Bridge	:Swing	: Power	: 13.3(a)	: 87.0	: 323.7
Ocean Isle Bridge	:Swing	: Power	: 13.5	: 80.0	: 333.6
Bald Beach Bridge	:Pontoon	: Power	-	:126.5	: 338.0



A-3 Conditions at Bridges. Alphabetical listing refers to table in paragraph A-2.

(a) Draw closed.

(b) Actual clearance shown. These wires carry high voltage and a margin of safety should be allowed when weather conditions are unfavorable.

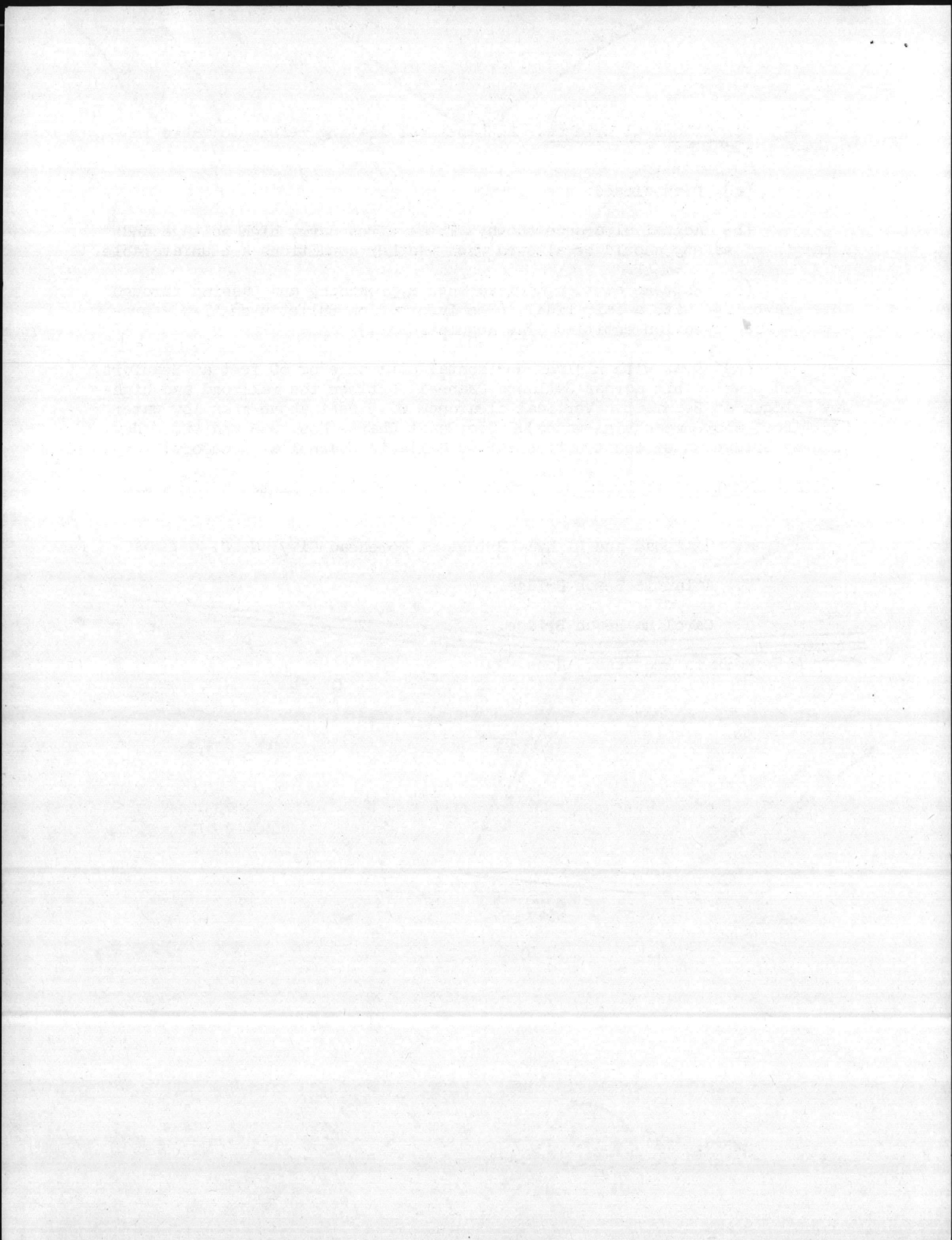
(c) Extreme caution advised when approaching and passing through this drawbridge with a fair tide. (See Information Bulletin on AIWW - provisions under section entitled "The Regulations".)

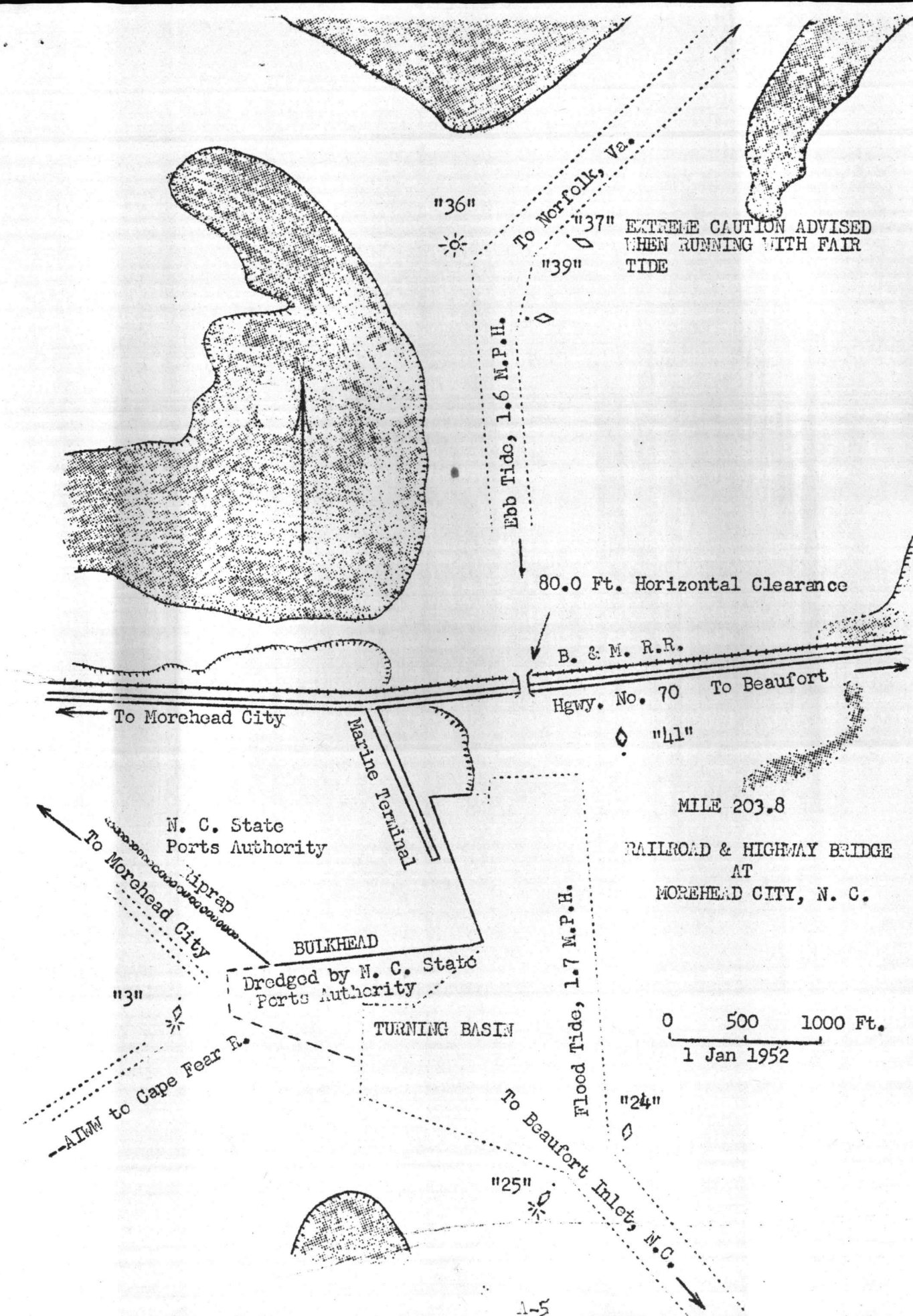
(d) Draw with minimum horizontal clearance of 60 feet at Beaufort. Overhead power cable across Gallants Channel, between the railroad and highway bridges at Beaufort. Vertical clearance 87.5 feet above mean low water (85.0 feet above mean high water). See Coast Charts Nos. 833 and 420. New highway bridge under construction across Gallants Channel at Beaufort.

A-4 Sketches of Bridges. Prints of the following listed bridges are attached:

- a. Railroad and Highway Bridge at Morehead City, N. C.
- b. Atlantic Beach Bridge.
- c. Carolina Beach Bridge.

A-5 Work in Progress. None.





EXTREME CAUTION ADVISED
WHEN RUNNING WITH FAIR
TIDE

Ebb Tide, 1.6 M.P.H.

80.0 Ft. Horizontal Clearance

B. & M. R.R.

Hgwy. No. 70 To Beaufort

"41"

MILE 203.8

RAILROAD & HIGHWAY BRIDGE
AT
MOREHEAD CITY, N. C.

0 500 1000 Ft.
1 Jan 1952

Flood Tide, 1.7 M.P.H.

"24"

"25"

To Beaufort Inlet, N.C.

To Morehead City

N. C. State
Ports Authority

Marine Terminal

BULKHEAD

Dredged by N. C. State
Ports Authority

TURNING BASIN

To Morehead City

"3"

AIWM to Cape Fear R.

1974 FEB 20 10 30 AM
U.S. AIR FORCE
COMMUNICATIONS CENTER

300

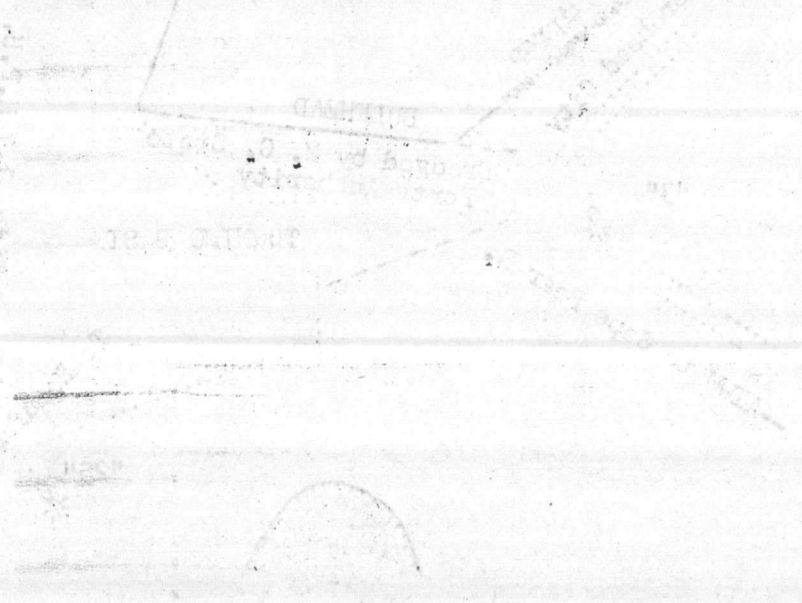
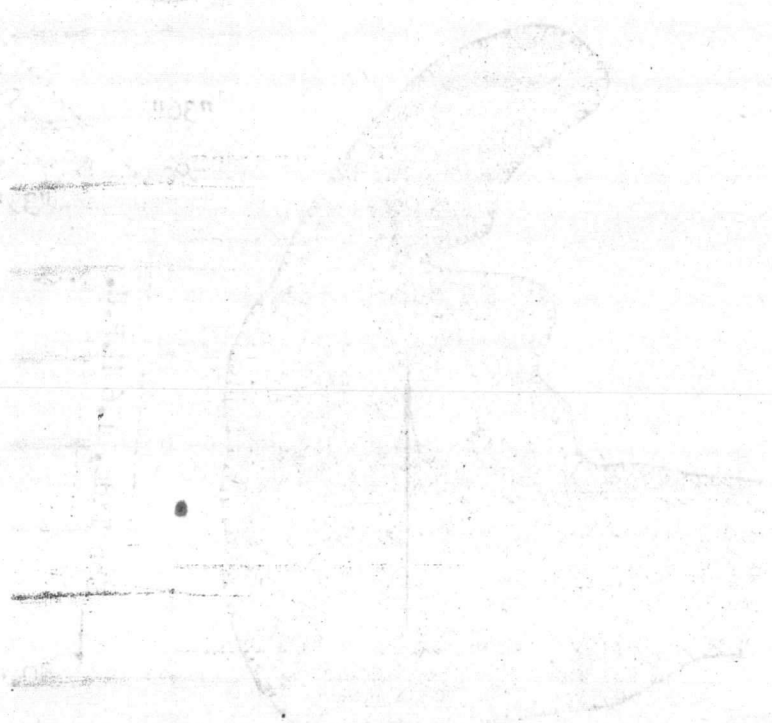
500 FT. HORIZONTAL DISTANCE

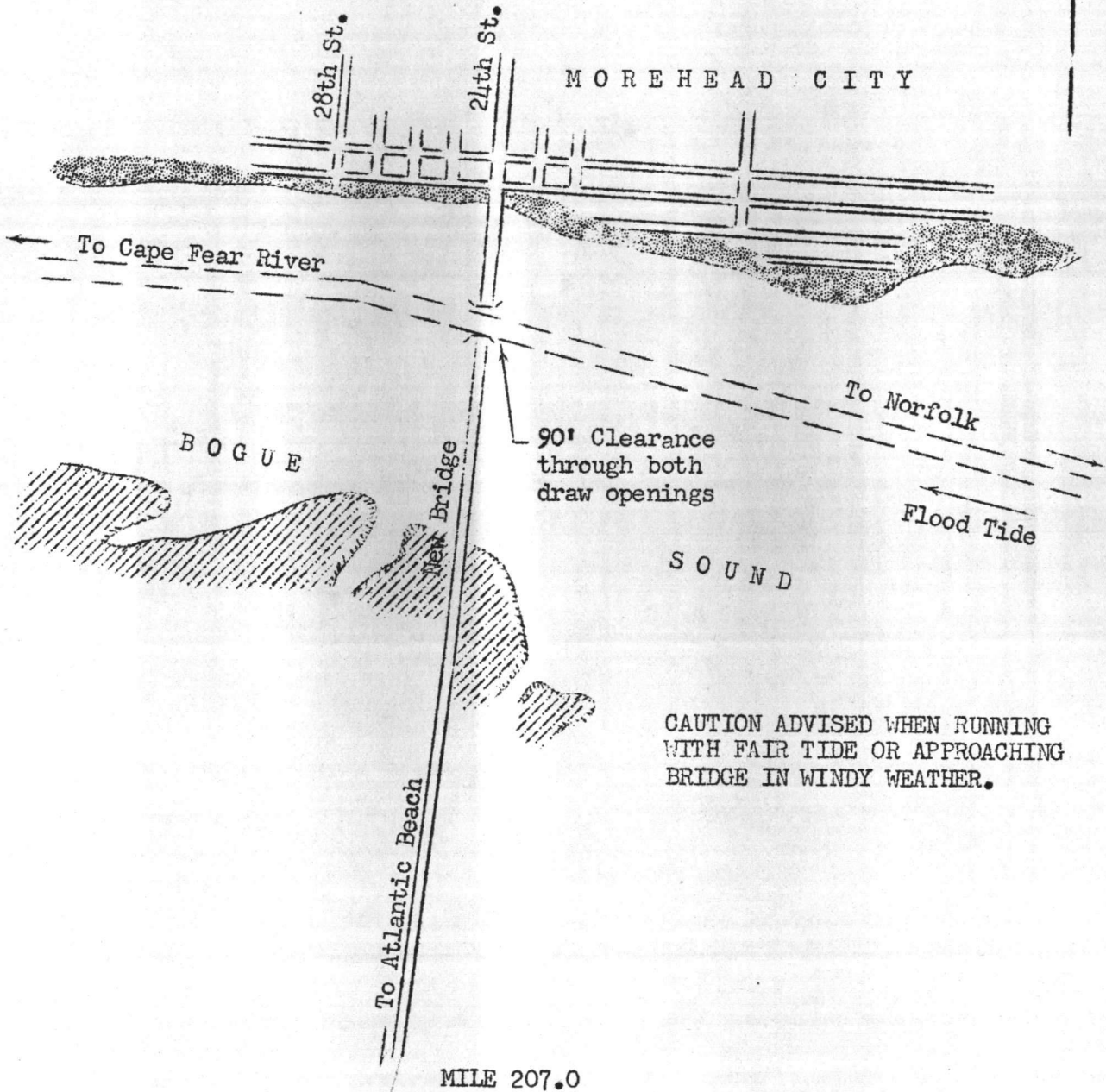
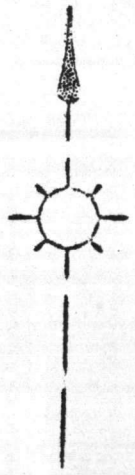
TO EASTPORT

MILE 20.8

WILLIAMSBURG
AT
MOUNTAIN VIEW

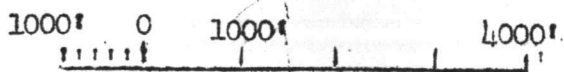
0 500 1000 FT.
1 Jan 1974





ATLANTIC BEACH BRIDGE

SCALE





HOUSTON CITY

34th St

20th St



To Gulf Port River

To Houston
flood tide

50' clearance
through both
draw openings

200 ft

CAUTION ADVISORY WHEN RUNNING
WITH FULL TIDE ON APPROACHES
DUE TO WINDY WEATHER

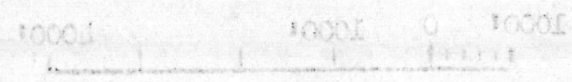


Center of Gravity of
Pier

100 ft

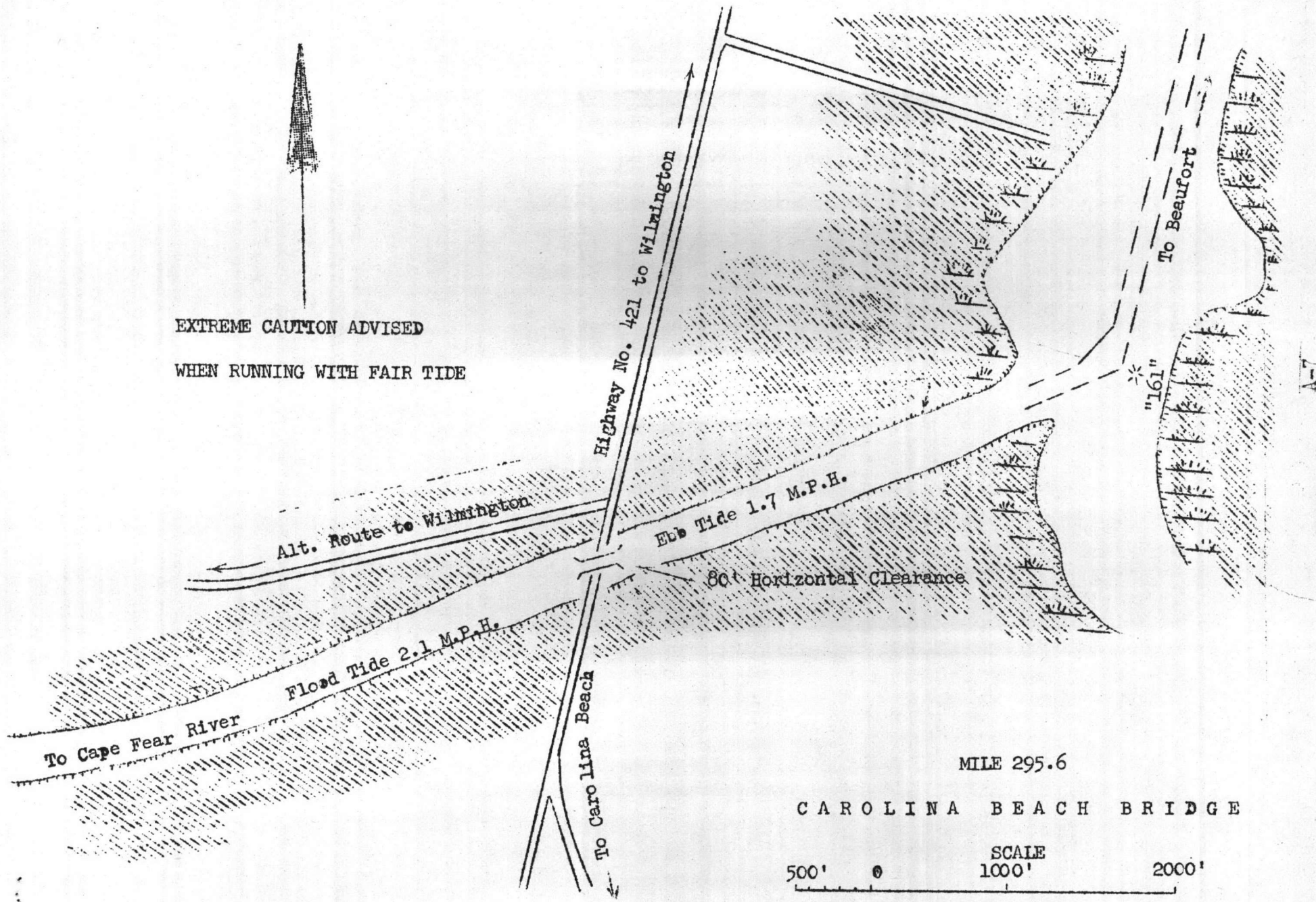
ATLANTIC BRIDGE

SCALE



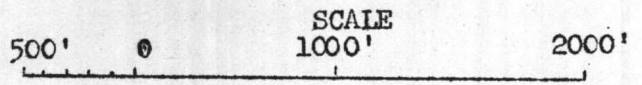


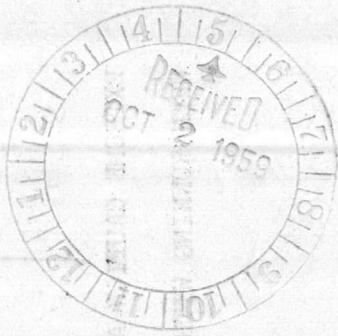
EXTREME CAUTION ADVISED
WHEN RUNNING WITH FAIR TIDE



MILE 295.6

CAROLINA BEACH BRIDGE





RECEIVED
OCT 2 1959

TO CAP. POST. BUREAU

RECEIVED
OCT 2 1959

TO CAP. POST. BUREAU

RECEIVED
OCT 2 1959

U. S. ARMY ENGINEER DISTRICT, WILMINGTON
CORPS OF ENGINEERS
308 CUSTOMHOUSE
WILMINGTON, NORTH CAROLINA

INFORMATION BULLETIN ON ATLANTIC INTRACOASTAL
WATERWAY, NORFOLK, VA., TO ST. JOHNS RIVER, FLA.
WILMINGTON DISTRICT

1 October 1959

SPECIAL NOTICE

This bulletin will be issued annually in loose leaf form. The appendices accompanying the bulletin will contain the latest information on the condition of the channel and other current data of value to navigation interests. If found necessary, the appendices will be revised quarterly. Otherwise, you will be advised that there has been no change in the conditions previously reported. When received, the revised pages should be attached to the bulletin. The old pages should be destroyed.

Navigation interests are required to instruct their personnel using these waterways to become familiar with the contents of this bulletin as an aid in avoiding accidents and in the protection of life and property.

SPECIAL REGULATIONS

Vessels operating in all waterways tributary to the Atlantic Ocean South of Chesapeake Bay and waterways tributary to the Gulf of Mexico South and East of St. Marks, Fla.

THE LAW

"It shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and on conviction thereof in any District Court of the United States within whose territorial jurisdiction such offense may have been committed shall be punished by a fine not exceeding \$500 or by imprisonment (in the case of a natural person) not exceeding six months, at the discretion of the court." (Section 7, River Harbor Act of August 8, 1917.)

INFORMATION BULLETIN ON ATLANTIC COASTAL
WATERWAYS, NORFOLK, VA., TO ST. JOHNS RIVER, FLA.
WILMINGTON DISTRICT

1 October 1940

SPECIAL NOTICE

This bulletin will be issued annually in loose leaf form. The appendices accompanying the bulletin will contain the latest information on the condition of the channel and other navigational data of value to navigation interests. If found necessary, the appendices will be revised quarterly. Updates will be attached to the bulletin if there has been no change in the information previously reported. From now on, the revised pages should be attached to the bulletin. The old pages should be destroyed.

Navigation interests are required to instruct their personnel using these waterways to become familiar with the contents of this bulletin as an aid in avoiding accidents and in the protection of life and property.

SPECIAL REGULATIONS

Vessels operating in all waterways tributary to the Atlantic Ocean South of Chesapeake Bay and waterways tributary to the Gulf of Mexico South and East of St. Marks, Fla.

THE LAW

"It shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessarily may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted in conspicuous and appropriate places for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and on conviction thereof in any District Court of the United States within whose territorial jurisdiction such offense may have been committed shall be punished by a fine not exceeding \$500 or by imprisonment (in the case of a natural person) not exceeding six months, at the discretion of the court." (Section 7, River Harbor Act of August 8, 1917.)

THE REGULATIONS

Pursuant to the Statutory Directive, the Secretary of the Army (successor to the Secretary of War) has prescribed regulations with respect to the speed of vessels operating in the waterway and the use of the waterway by navigation interests. General regulations governing the use of the Intra-coastal Waterways are those set forth in the publication entitled "Rules and Regulations to Govern the Use, Administration and Navigation of All Waterways Tributary to the Atlantic Ocean South of Chesapeake Bay and All Waterways Tributary to the Gulf of Mexico East and South of St. Marks, Florida."

Copies of the above Rules and Regulations may be secured without charge upon application to the U. S. Army Engineer District, Wilmington, 308 Customhouse, Wilmington, N. C. Excerpts from the above regulations are as follows:

VESSELS SHALL PROCEED AT A SPEED WHICH WILL NOT ENDANGER OTHER VESSELS OR STRUCTURES, AND WILL NOT INTERFERE WITH ANY WORK IN PROGRESS INCIDENT TO MAINTAINING, IMPROVING, SURVEYING, OR MARKING THE CHANNEL.

OFFICIAL SIGNS INDICATING LIMITING SPEEDS THROUGH CRITICAL PORTIONS OF THE WATERWAYS SHALL BE STRICTLY OBEYED.

VESSELS APPROACHING AND PASSING THROUGH A BRIDGE SHALL SO GOVERN THEIR SPEED AS TO INSURE PASSAGE THROUGH THE BRIDGE WITHOUT DAMAGE TO THE BRIDGE OR ITS FENDERS.

A VESSEL BEING OVERTAKEN BY ANOTHER SHALL SLACKEN SPEED SUFFICIENTLY TO PERMIT THE PASSAGE TO BE EFFECTED WITH SAFETY TO BOTH VESSELS.

MASTERS AND OWNERS OF VESSELS USING THE WATERWAYS ARE RESPONSIBLE FOR ANY DAMAGE CAUSED BY THEIR OPERATIONS TO CANAL REVETMENTS, LOCK PIERS AND WALLS, BRIDGES, HURRICANE GATE CHAMBERS, SPILLWAYS, OR APPROACHES THERETO, OR OTHER GOVERNMENT STRUCTURES, AND FOR DISPLACING OR DAMAGING OF BUOYS, STAKES, SPARS, RANGE LIGHTS, OR OTHER AIDS TO NAVIGATION. SHOULD ANY PART OF A REVETMENT, LOCK, BRIDGE, HURRICANE GATE CHAMBER, SPILLWAY OR APPROACH THERETO BE DAMAGED, THEY SHALL REPORT THE FACT AND FURNISH A CLEAR STATEMENT OF HOW THE DAMAGE OCCURRED TO THE NEAREST GOVERNMENT LOCKMASTER OR BRIDGE TENDER AND BY MAIL TO THE DISTRICT ENGINEER, U. S. ARMY ENGINEER DISTRICT, WILMINGTON, 308 CUSTOMHOUSE, WILMINGTON, N. C., IN LOCAL CHARGE OF THE WATERWAY IN WHICH THE DAMAGE OCCURRED.

ALL VESSELS DRAWING TOWS NOT EQUIPPED WITH RUDDERS SHALL USE TWO TOW LINES OR A BRIDLE AND SHORTEN THEM TO THE GREATEST POSSIBLE EXTENT SO AS TO HAVE FULL CONTROL AT ALL TIMES. THE VARIOUS PARTS OF A TOW SHALL BE SECURELY ASSEMBLED WITH THE INDIVIDUAL UNITS CONNECTED BY LINES AS SHORT AS PRACTICABLE. IF NECESSARY, AS IN THE CASE OF LENGTHY OR CUMBERSOME TOWS, OR TOWS IN RESTRICTED CHANNELS, THE DISTRICT ENGINEER MAY REQUIRE THAT TOWS BE BROKEN UP AND MAY REQUIRE THE INSTALLATION OF A RUDDER, DRAG OR OTHER APPROVED STEERING DEVICE ON THE TOW IN ORDER TO AVOID OBSTRUCTING NAVIGATION OR DAMAGING THE PROPERTY OF OTHERS, INCLUDING AIDS TO NAVIGATION MAINTAINED BY THE UNITED STATES OR UNDER ITS AUTHORIZATION BY COLLISION OR OTHERWISE.

THE REGULATIONS

Pursuant to the Statutory Director, the Secretary of the Army (successor to the Secretary of War) has prescribed regulations with respect to the speed of vessels operating in the waterway and the use of the waterway by navigation interests. General regulations governing the use of the waterway are those set forth in the regulations entitled "Rules and Regulations to Govern the Use, Maintenance and Navigation of All Waterways Tributary to the Atlantic Ocean South of Chesapeake Bay and All Waterways Tributary to the Gulf of Mexico East and South of St. Marks, Florida."

Copies of the above Rules and Regulations may be secured without charge upon application to the U. S. Army Engineer District, Wilmington, 308 Customs House, Wilmington, N. C. Requests from the above regulations are as follows:

VESSELS SHALL PROCEED AT A SPEED WHICH WILL NOT ENDANGER OTHER VESSELS OR STRUCTURES, AND WILL NOT INTERFERE WITH ANY WORK IN PROGRESS INCIDENT TO MAINTAINING, IMPROVING, SURVEYING, OR MARKING THE CHANNEL.

OFFICIALS CHARGE WITH THE MAINTENANCE OF THE WATERWAY SHALL BE HELD RESPONSIBLE FOR THE SAFETY OF THE WATERWAY.

THIS REGULATIONS AND REGULATIONS THROUGH A BRIDGE SHALL BE OBSERVED THEIR SPEED AS TO INSURE PASSAGE THROUGH THE BRIDGE WITHOUT DAMAGE TO THE BRIDGE OR ITS FUNDAMENTALS.

A VESSEL BEING OVERTAKEN BY ANOTHER SHALL SLOWLY SPEED UP TO CLEARLY PERMIT THE PASSAGE TO BE MADE WITH SAFETY TO BOTH VESSELS.

MASTERS AND OWNERS OF VESSELS USING THE WATERWAYS ARE RESPONSIBLE FOR ANY DAMAGE CAUSED BY THEIR OPERATIONS TO CANAL REVENUEWORKS, LOCK PILES AND WALLS, BRIDGES, TURBINE CASE CHAMBERS, SPILLWAYS, OR APPROACHES, TRIMMINGS, OR OTHER GOVERNMENT STRUCTURES, AND FOR DILIGENT OR DAMAGING OF BOYS, STAKES, SPARS, RANGE LIGHTS, OR OTHER AIDS TO NAVIGATION. SHOULD ANY PART OF A REVENUEWORK, LOCK, BRIDGE, TURBINE CASE CHAMBER, SPILLWAY OR APPROACH THEREON BE DAMAGED, THEY SHALL REPORT THE FACT AND FURNISH A CLEAR STATEMENT OF HOW THE DAMAGE OCCURRED TO THE NEAREST GOVERNMENT ENGINEER OR BRIDGE TENDER AND BY MAIL TO THE DISTRICT ENGINEER, U. S. Army Engineer District, Wilmington, 308 Customs House, Wilmington, N. C. IN LOCAL CHARGE OF THE WATERWAY IN WHICH THE DAMAGE OCCURRED.

ALL VESSEL DRAWING TOWS NOT EQUIPPED WITH RUBBERS SHALL USE TWO TOW LINES OF A BRIDGE AND SHORTEN THEM TO THE GREATEST POSSIBLE EXTENT SO AS TO HAVE FULL CONTROL AT ALL TIMES. THE VARIOUS PARTS OF A TOW SHALL BE SECURELY ASSEMBLED WITH THE ORIGINAL UNITS CONNECTED BY LINKS AS SHORT AS PRACTICABLE. IT IS ESSENTIAL AS IN THE CASE OF TOWS OR CUMBERSOME TOWS, OR TOWS IN TIGHTLY CURVED CHANNELS, THE DISTRICT ENGINEER MAY REQUIRE THAT TOWS BE PROVIDED AND MAY REQUIRE THE INSTALLATION OF RUBBERS. THE DISTRICT ENGINEER SHALL BE ADVISED OF THE INSTALLATION OF RUBBERS. ANY OBSTRUCTION TO NAVIGATION OR DAMAGE TO THE PROPERTY OF OTHERS, INCLUDING AIDS TO NAVIGATION, INCURRED BY THE UNITED STATES OR UNDER ITS AUTHORITY BY COLLISION OR OTHERWISE,

Local authorities may establish and enforce such speed limits as may be required to reasonably protect property from damage. Signals for opening a drawbridge are those required by the "Standard Rules and Regulations to Govern the Operation of the Drawbridges crossing all Navigable Waterways of the United States Discharging their Waters into the Atlantic Ocean South of and including Chesapeake Bay."

INDEX TO PARAGRAPHS

Bulletin

- | | |
|--|---|
| B-1. Intracoastal Waterway and Tributary Channels. | B-10. Similar information available from other districts.
Map. |
| B-2. Tides, velocities and datum plane. | |
| B-3. Aids to Navigation. | |
| B-4. Anchorages and wharves. | |
| B-5. Exposure. | |
| B-6. Communications. | |
| B-7. Supplies. | |
| B-8. Publications. | |
| B-9. Table of distances. | |

Appendices

- | |
|---|
| A-1. Controlling dimensions of channel. |
| A-2. Bridges, ferries and other structures crossing the waterway. |
| A-3. Conditions at bridges. |
| A-4. Sketches of bridges. |
| A-5. Work in progress. |

B-1. Intracoastal Waterway and Tributary Channels. The project for that portion of the waterway from the northern limit of this district (the North Carolina-Virginia State Line about 1/4 mile south of Green Point Beacon No. 59) to Morehead City provides for a channel 12 feet deep at mean low water, with bottom widths varying from 90 feet in land cuts and narrow portions of creeks to 250 feet in the wider portions of rivers and sounds, and 300 feet in North River Bar Channel. The project for the portion from Morehead City to Cape Fear River provides for a channel 12 feet deep at mean low water with a bottom width of 90 feet. At the southern end of this section the Waterway follows the improved channel of the Cape Fear River below Wilmington, which has a project depth of 32 feet, 400 feet wide. From the Cape Fear River at Southport, N. C., to Little River, S. C., the project provides for a depth of 12 feet at mean low water with a bottom width of 90 feet.

B-2. Tides, Velocities and Datum Plane. In the section from the northern limit of the district to the head of Core Creek, the route lies through Albemarle and Pamlico Sounds and their estuaries where lunar tides have little effect on the elevation of the water surface. Moderate winds will affect the elevation of the water surface by as much as 1-1/2 feet, while severe winds have a greater effect. Near the inlets between Beaufort and the Cape Fear River, the mean rise of the tide is from 2-1/2 feet to 3-1/2 feet, diminishing considerably at points between inlets. Between Southport and Little River the rise is from 4 to 5 feet, diminishing slightly between inlets. Strong cross-currents occur opposite some of the inlets at varying tide stages. Normal velocities seldom exceed 2-1/2 miles per hour.

In the section from the northern limit of the district to the head of Core Creek, the datum plane to which all depths are referred is the same as that adopted by the United States Coast and Geodetic Survey for Albemarle and Pamlico Sounds and their estuaries, being one-half foot below the plane of mean low water. From Core Creek Bridge to Little River the datum plane is that of mean low water in the ocean except that portion between Southport and Davis Creek where the datum plane is 0.5 foot above mean low water in the ocean.

B-3. Aids to Navigation. The marking of the waterway in this District is under the jurisdiction of the Commander of the Fifth Coast Guard District, P. O. Box 540, Norfolk, Virginia. All aids are shown on the charts of the U. S. Coast and Geodetic Survey listed in paragraph B-8 below, and are described in "Aids to Navigation Intracoastal Waterway," published by the U. S. Coast Guard. It may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from the District Coast Guard Offices, at 25 cents per copy.

B-4. Anchorage and Wharves. Sheltered natural anchorages are available on the easterly side of North River near Jarvisburg, in the entrance to Little Alligator River; and in Alligator River northerly from the entrance to the Alligator River-Pungo River Land Cut; the available depths at these anchorages are 8, 7, and 7 feet, respectively. No anchorage space is available in any of the land cuts, and few in the cuts through marsh lands. Anchorage space is available at Belhaven, Oriental, Beaufort, Morehead City, Swansboro, Wrightsville, Wilmington, and Southport. All of these places except Wrightsville have municipal wharves which may be used overnight without charge. At the places named there are other wharves which may be used for little or no charge when not required by their owners. The available depth at the wharves is 12 feet at all points except at Oriental which has 10 feet.

B-5. Exposure. The most exposed portions of the route are the crossing of Albemarle Sound, 12-1/2 miles, the crossing of Pamlico River, 5 miles, and the portion in Neuse River between the mouth of Bay River and the entrance to Adams Creek, 18.1 miles. At these points vessels are exposed to wind and wave action. High winds, especially those from the north and east, make navigation difficult and dangerous for small craft. The remainder of the route lies in protected locations.

B-6. Communications. Mail, telegraph and telephone facilities, and rail and highway connections are available at a number of points on or near the waterway; the principal points, and their population as given by the 1950 census, are as follows: Belhaven, 2,528; Vandemere, 475; Oriental, 590; Beaufort, 3,212; Morehead City, 5,144; and Wilmington, 45,043. The same, except rail and telegraph facilities, are available at Swansboro, 559; Coinjock, 250; and Jarvisburg, 550. The same, except rail connections, are available at Southport, 1,748.

B-7. Supplies. Fuel, supplies, repair facilities, and guest rooms are available at all points listed in the preceding paragraph. The larger towns have more extensive facilities for machine and boat repairs. Beaufort, Morehead City, and Wilmington have hotel accommodations.

In the section from the northern limit of the district to the head of
Cove Creek, the datum plane to which all depths are referred in the same
as that adopted by the United States Coast and Geodetic Survey for Albe-
marle and Pamlico Sounds and their estuaries, being one-half foot below
the plane of mean low water. From Cove Creek Bridge to Little River the
datum plane is that of mean low water in the ocean except that portion
between Southport and Little Creek where the datum plane is 0.5 foot above
mean low water in the ocean.

B-2. Albion Navigation. The marking of the waterway in this district
is under the jurisdiction of the Commander of the Fifth Coast Guard District,
P. O. Box 560, Norfolk, Virginia. All aids are shown on the charts of the
U. S. Coast and Geodetic Survey listed in paragraph B-8 below, and are
described in "Aids to Navigation Transatlantic Waterway," published by the
U. S. Coast Guard. It may be obtained from the Superintendent of Documents,
Government Printing Office, Washington, D. C., or from the District Coast
Guard Officer, at 25 cents per copy.

B-4. Wharves and Berths. Sheltered natural anchorages are available
on the eastern side of Little River near Southport, in the entrance to
Little Aligator River; and in Aligator River between the entrance
to the Aligator River-Rambo River Land Cut; the available depths at these
anchorages are 8, 7, and 5 feet respectively. No anchorage space is
available in any of the land cuts, and few in the cuts through marsh lands.
Anchorages are available at Belhaven, Oriental, Beaufort, Morehead City,
Swainboro, Wintonville, Wilmington, and Southport. All of these places
except Wintonville have wharves which may be used overnight
without charge. At the places named there are other wharves which may be
used for little or no charge when not required by their owners. The
available depth at the wharves is 12 feet at all points except at Oriental
which has 10 feet.

B-5. Exposures. The most exposed portions of the route are the crossing
of Albemarle Sound, 12-1/2 miles, the crossing of Pamlico River, 2 miles,
and the portion in Hanes River between the mouth of Bay River and the
entrance to Adams Creek, 18.1 miles. At these points vessels are exposed
to wind and wave action. High winds, especially those from the north and
east, make navigation difficult and dangerous for small craft. The remainder
of the route lies in protected locations.

B-6. Communications. Mail, telegraph and telephone facilities, and
rail and highway connections are available at a number of points on or near
the waterway; the principal points, and their positions as given by the
1950 census, are as follows: Belhaven, 3,528; Wintonville, 477; Oriental,
500; Beaufort, 5,315; Morehead City, 5,144; and Wilmington, 25,043. The
same, except rail and telegraph facilities, are available at Swainboro, 250;
Cottonick, 250; and Jarvisburg, 250. In the same, except rail connections, are
available at Southport, 1,748.

B-7. Supplies. Fuel, supplies, repair facilities, and guest rooms
are available at all points listed in the preceding paragraph. The larger
towns have more extensive facilities for machine and boat repairs. Beaufort,
Morehead City, and Wilmington have hotel accommodations.

B-8. Publications. Other information relating to this waterway is given in the United States Coast Pilot, Atlantic Coast, Section D, Cape Henry to Key West, Fifth (1948) Edition, and on charts of the Atlantic Intracoastal Waterway (Inside Route) which can be obtained from the U. S. Coast and Geodetic Survey, Washington, D. C., and from the following agencies:

Elizabeth City, N. C. - P. W. Melick Co.
11-13 South Water Street

Morehead City, N. C. - Dee Gee's Shop
105 South 8th Street

Wilmington, N. C. - O. E. DuRant
2 South Water Street

Wrightsville, N. C. - Wrightsville Marina

Charleston, S. C. - Captain Chester H. Taylor
Nautical Supply & Instrument Co.
123 East Bay Street

The Coast Pilot is priced at \$1.50 and the charts at 50 cents each.

B-9. Table of Distances.

a. Distances in statute miles measured along the channel from the foot of West Main Street, Norfolk, Virginia, to Little River, South Carolina, are as follows:

	<u>Statute Miles</u>
Va., N. C. State Line (Northern limit of Wilmington Dist.)	34.0
Coinjock, N. C.	49.9
Jarvisburg, N. C.	64.3
Mouth of North River (Bell Buoy)	77.4
Mouth of Alligator River (Bell Buoy)	79.9
Mouth of Little Alligator River	82.3
East end of Land Cut	104.0
Entrance to Fairfield Canal	113.8
West end to Land Cut	126.7
Durants Point Beacon	135.5
Belhaven	138.0
Wade Point Light	146.6
Mouth of Goose Creek	151.1
Hobucken Bridge	157.2
Mouth of Gale Creek	160.9
Mouth of Bay River	166.8
Neuse River Light	171.8
Oriental	183.2
Mouth of Adams Creek	184.9
Core Creek Bridge	195.8

Other information relating to this waterway is given in the United States Coast Pilot, Atlantic Coast, Section D, Cape Henry to Key West, Fifth Edition (1943) Edition, and on charts of the Atlantic Intracoastal Waterway (Inside Route), which can be obtained from the U. S. Coast and Geodetic Survey, Washington, D. C., and from the following agencies:

- Elizabeth City, N. C. - P. W. Heisk Ho.
11-13 South Water Street
- Morehead City, N. C. - Doc Gee's Shop
102 South 5th Street
- Wilmington, N. C. - O. E. Dumas
2 South Water Street
- Wrightsville Marina, N. C.
- Charleston, S. C. - Captain Chester H. Taylor
Medical Supply & Instrument Co.
123 East Bay Street

The Coast Pilot is priced at \$1.50 and the charts at 50 cents each.

B-9. Table of Distances.

a. Distances in statute miles measured along the channel from the foot of West Main Street, Norfolk, Virginia, to Little River, South Carolina, are as follows:

Statute Miles	Point of Interest
34.0	Va., N. C. State Line (Northern limit of Wilmington Dist.)
42.9	Cottinck, N. C.
64.3	Ferriaburg, N. C.
77.1	Mouth of North River (Bell buoy)
79.9	Mouth of Alligator River (Bell buoy)
82.3	Mouth of Little Alligator River
104.0	Last end of land cut
113.8	Entrance to Fairfield Canal
126.7	West end to land cut
132.2	Atlantic Point Beacon
138.0	Belhaven
146.6	Wade Point Light
151.1	Mouth of Goose Creek
157.2	Honcker Bridge
160.9	Mouth of Little Creek
166.3	Mouth of Key River
171.8	House River Light
183.2	Oriental
184.9	Mouth of Adams Creek
192.8	Cove Creek Bridge

	<u>Statute Miles (Cont'd)</u>
Beaufort via Gallants Channel	204.1
Morehead City Terminal	204.1
Morehead City	205.4
Swansboro	229.9
Mouth of New River	246.8
Wrightsville Beach Causeway	283.1
Carolina Beach Bridge	295.6
Cape Fear River, 32-foot Ship Channel	298.9
Wilmington, via Wilmington Short Cut	310.4
Wilmington, via Ship Channel	314.0
Southport	308.7
Fort Caswell Bridge	311.8
Mouth of Lockwoods Folly River	320.8
Holdens Beach Bridge	323.7
Mouth of Shallotte River	329.7
Little River (Southern limit of Wilmington District)	342.0

b. Map showing distances every mile is attached.

B-10. Similar Information Available from Other Districts. Similar information for other sections of the Intracoastal Waterway may be obtained upon application to the following:

Norfolk, Va., to the Virginia - North Carolina State Line, about 1/4 mile south of Green Point Beacon No. 59 - Office of the District Engineer, U. S. Army Engineer District, Norfolk, Norfolk, Va.

Little River, S. C., to Beaufort, S. C. - Office of the District Engineer, U. S. Army Engineer District, Charleston, Charleston, S. C.

Beaufort, S. C., to Fernandina, Fla. - Office of the District Engineer, U. S. Army Engineer District, Savannah, Savannah, Ga.

Fernandina, Fla., to Key West, Fla. - Office of the District Engineer, U. S. Army Engineer District, Jacksonville, Jacksonville, Fla.

Map. A print of the map of the Atlantic Intracoastal Waterway between Norfolk, Va., and the St. Johns River, Fla., Wilmington, N. C., District, is attached.

1 Incl
Map

R. P. Davidson
R. P. DAVIDSON
Colonel, Corps of Engineers
District Engineer

VALUABLE

SUBJECT Location and Floor Elev.
Embarcation Control Bldg.
Mile Hammock Bay

RETURN TO
 PUBLIC WORKS
 OFFICE
 CAMP LEJEUNE
 NORTH CAROLINA

FIELD PARTY

Dillon IN CHARGE
 _____ INSTRUMENT
 _____ NOTES
 _____ TAPE READ
 _____ TAPE OR ROD
 _____ TAPE OR ROD
 _____ INSTRUMENT NO.
 _____ TAPE NO.

WEATHER

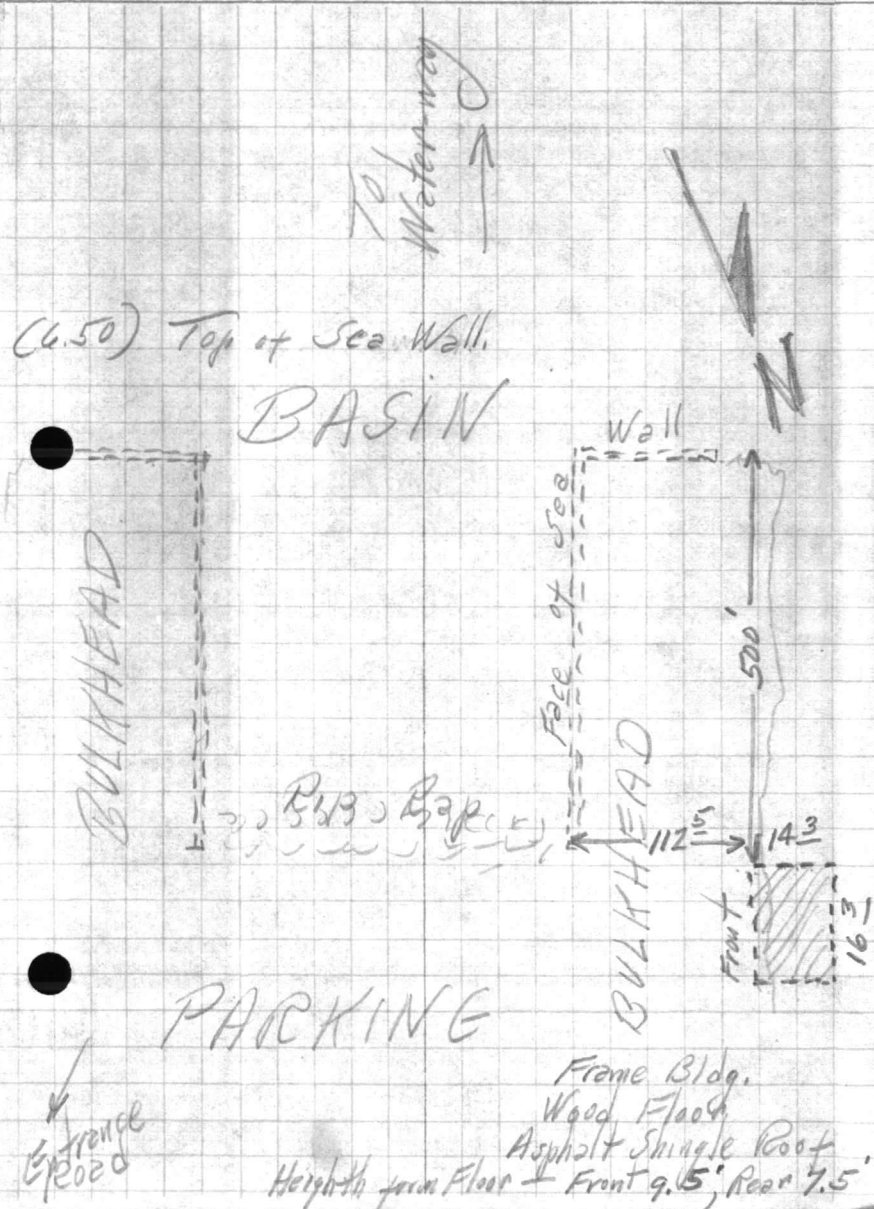
CLEAR _____ SNOW _____
 CLOUDY _____ HOT _____
 WINDY _____ MODERATE _____
 RAIN _____ COLD _____
 FAIR _____ FOG _____

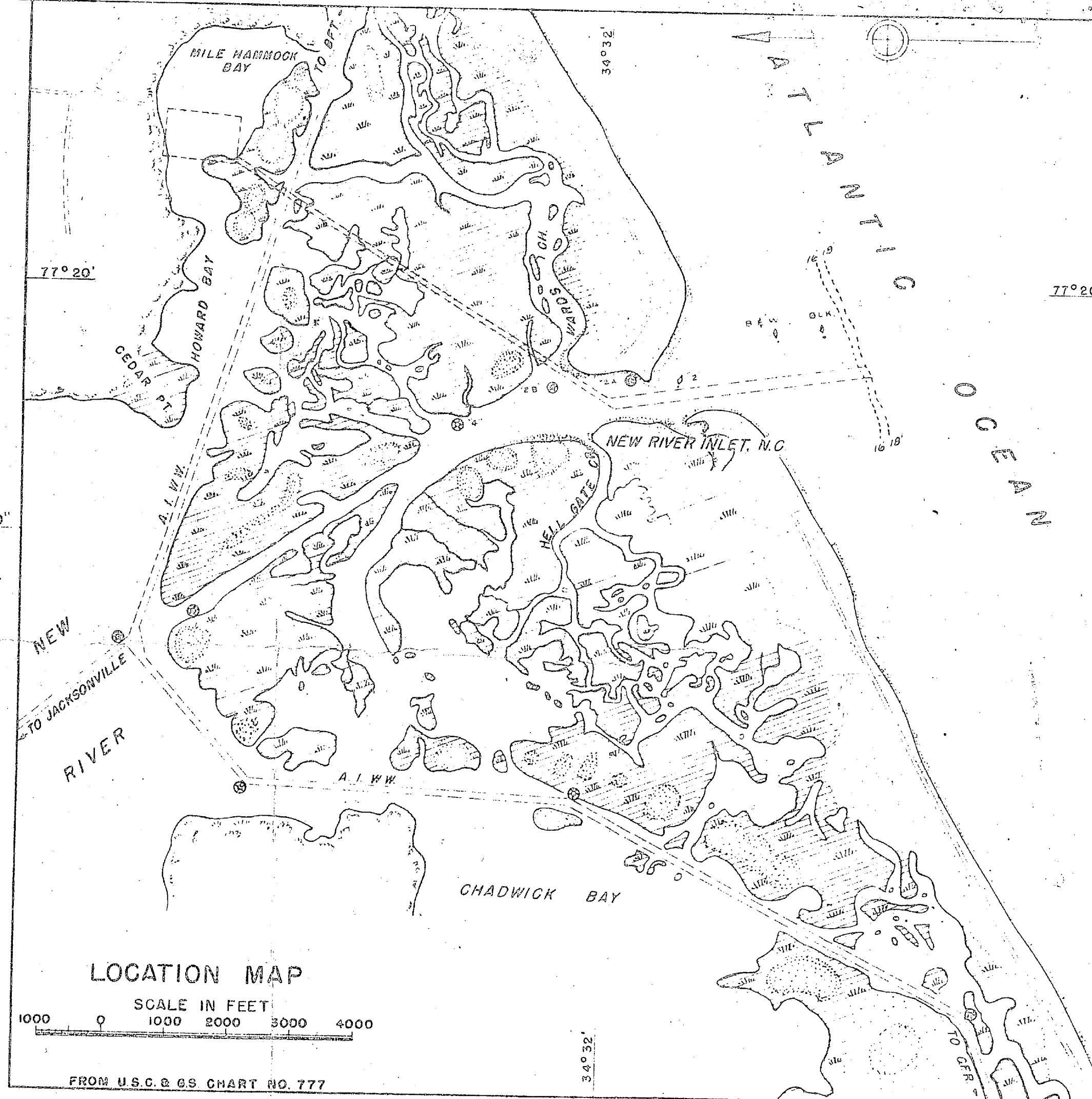
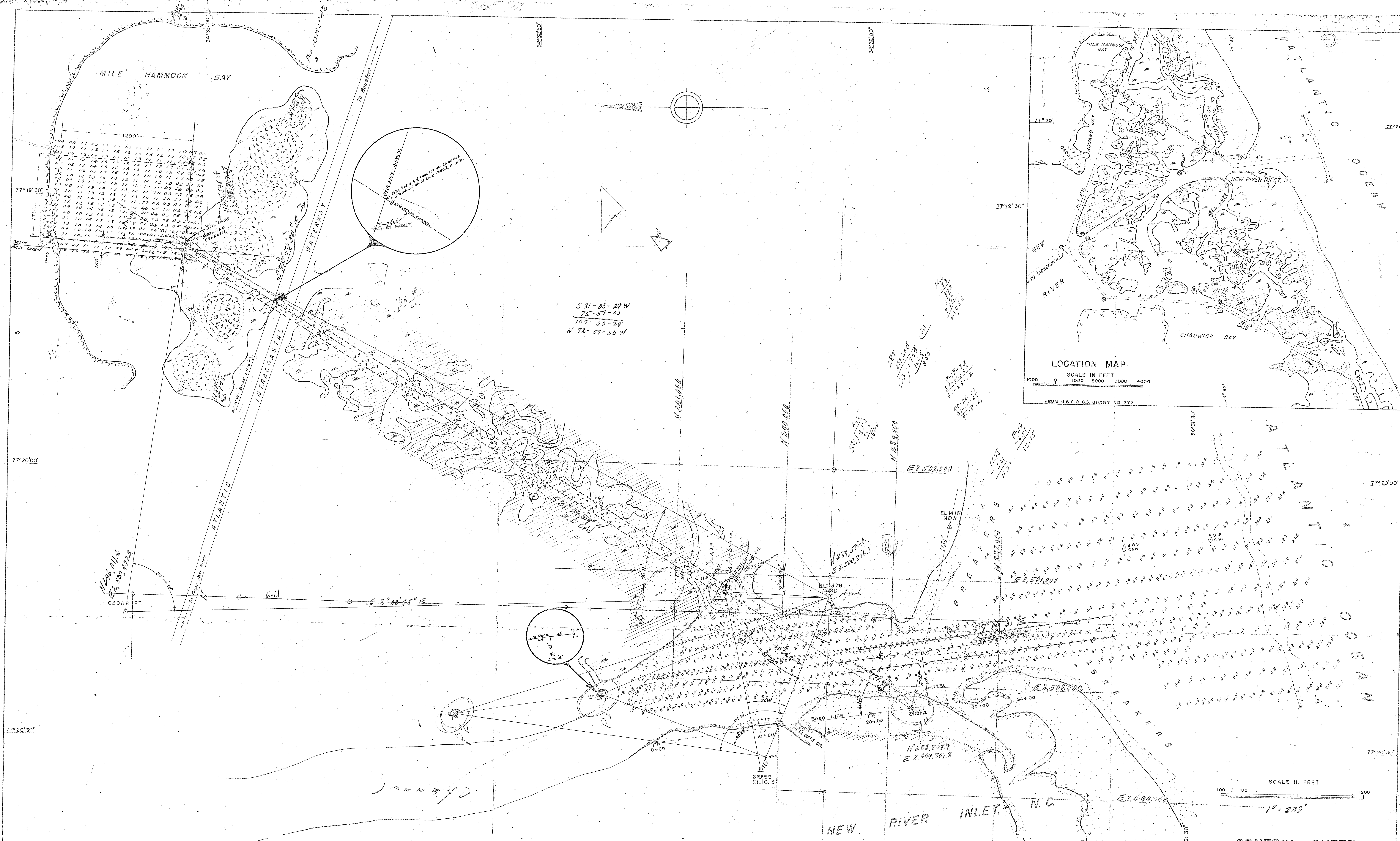
FILE No. 240-I
 FLDR. No. _____
 SHEET #1 of 1
 DATE 12/10/1959

Quad. No. _____

STATION	DIST.	ANGLE		+	H. I. BEARING	VER. ANG. DIFF.	ELEVATION
		°	"				
Mon. U.S.M.C. #506							16.23
		7.72	23.95			12.96	10.99
		1.06	12.05				
Floor Elev. of Bldg.					4.31		7.74
T.B.M.					5.57		6.48

BA-141

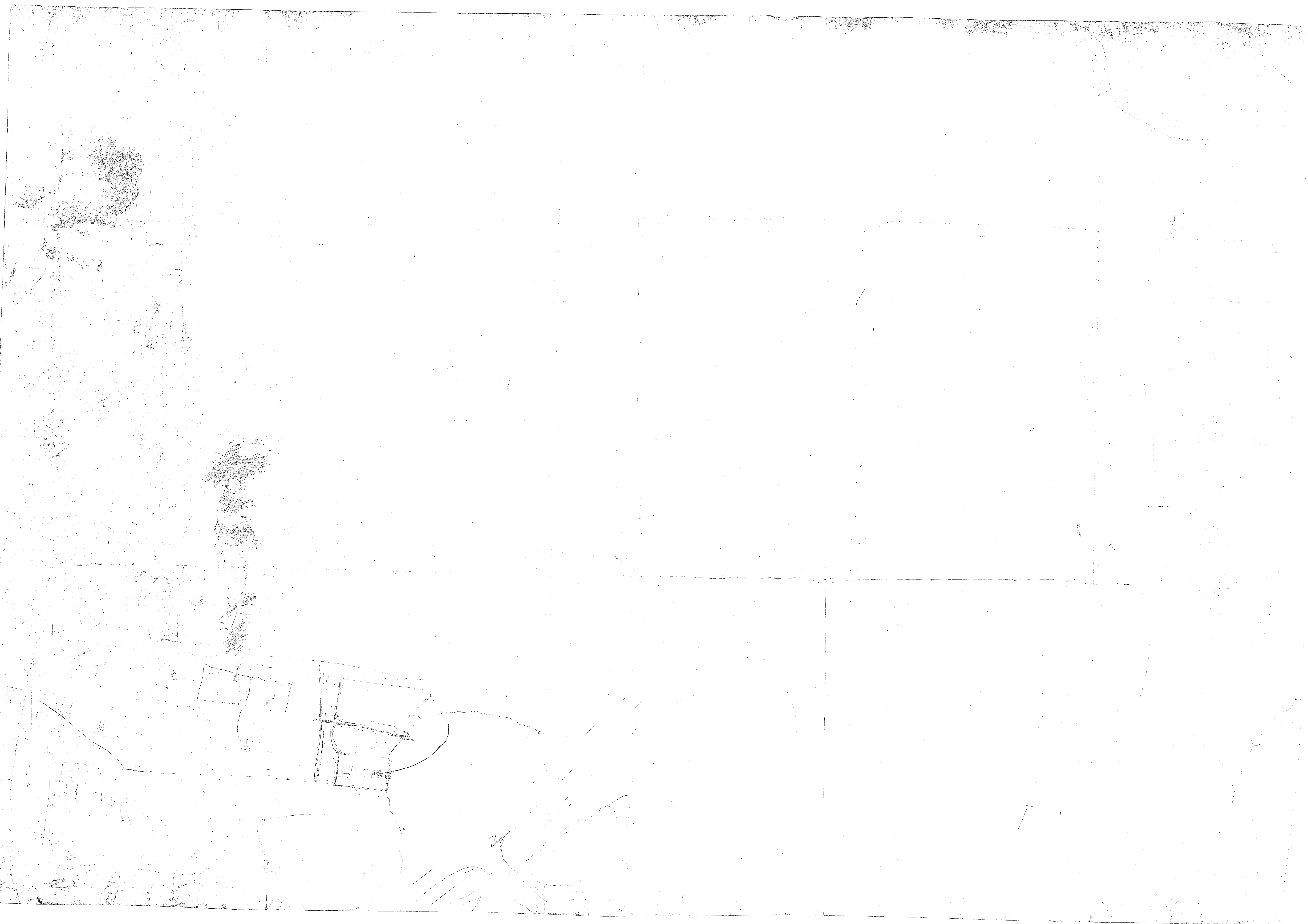




CONTROL SHEET

CORPS OF ENGINEERS DWG NO. A1W NR 66	DEPARTMENT OF THE NAVY BUREAU OF YARDS & DOCKS DISTRICT PUBLIC WORKS OFFICE 6TH ND NAVAL BASE, S.C. CORPS OF ENGINEERS, U.S. ARMY WILMINGTON, N.C. DISTRICT
DRAWN BY: G.F.G.	MARINE BARRACKS CAMP LEJEUNE, N.C.
TRACED BY: G.F.G.	
CHECKED BY: B.G.J.	
SUBMITTED:	
CHIEF SURVEY BRANCH RECOMMENDED:	APPROVED: DATE 18 JUNE 1951.
CHIEF ENGR DIVISION	COL, C.E., DISTRICT ENGINEER
APPROVED FOR BUREAU OF YARDS AND DOCKS	SCALE 1" = 4,000' SPEC. SHEET 1 OF 1 NO. Y B D DRAWING NO.
DATE	

- NOTES:
1. Surveyed by Wilmington District, Corps of Engineers, May and June 1951.
 2. Coordinates refer to N.A. 1927 datum.
 3. Soundings and elevations are expressed in feet and tenths and refer to mean low water, Beaufort datum.





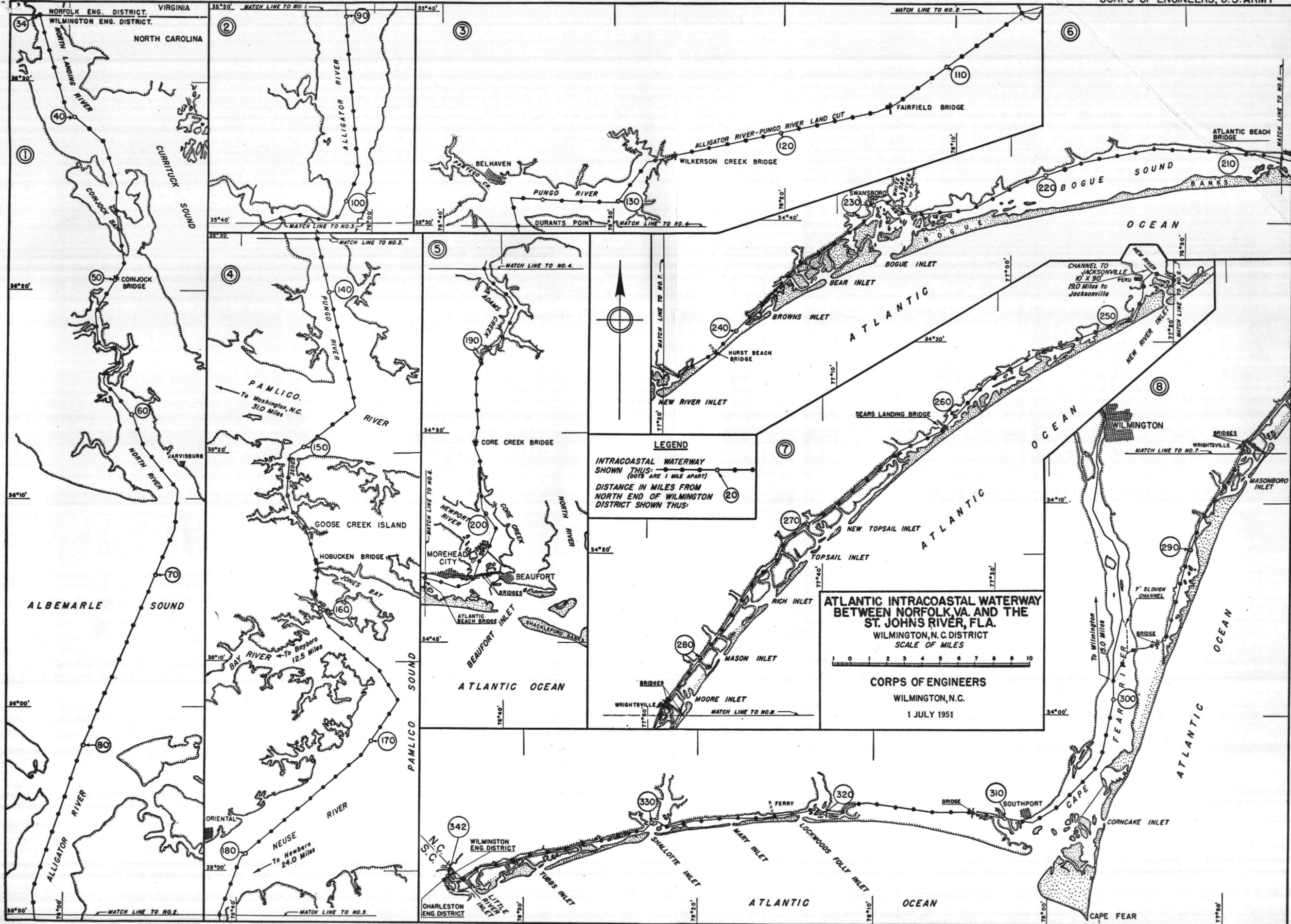
Check
 13 Mon. #175
 elev. 1.98

Limit of 500'

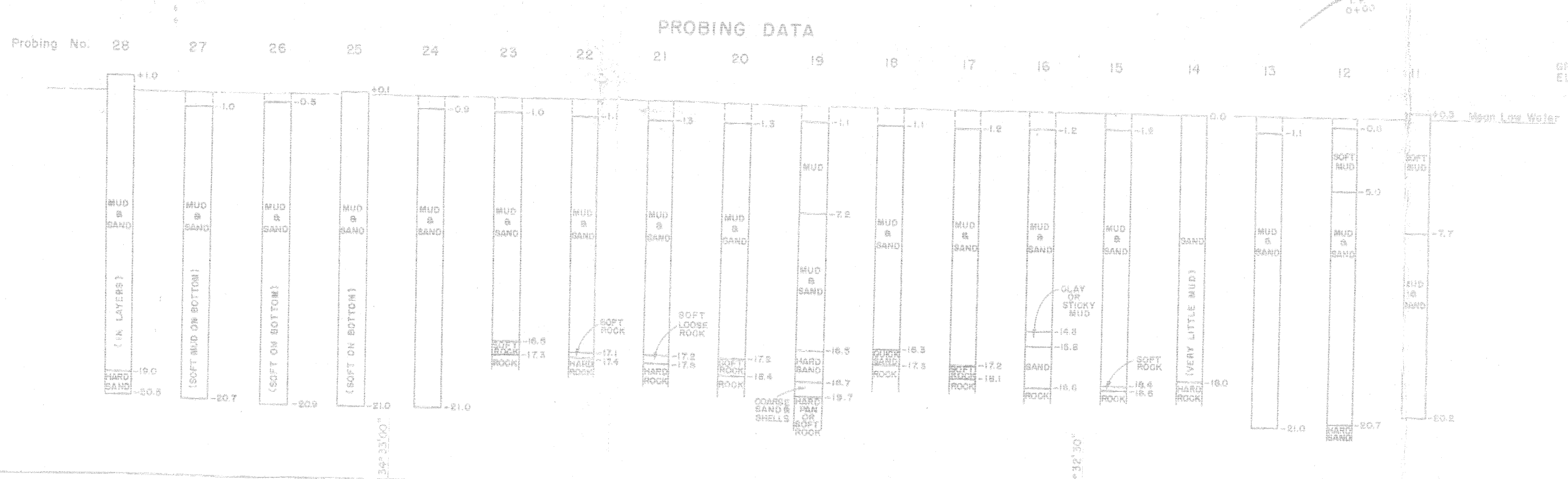
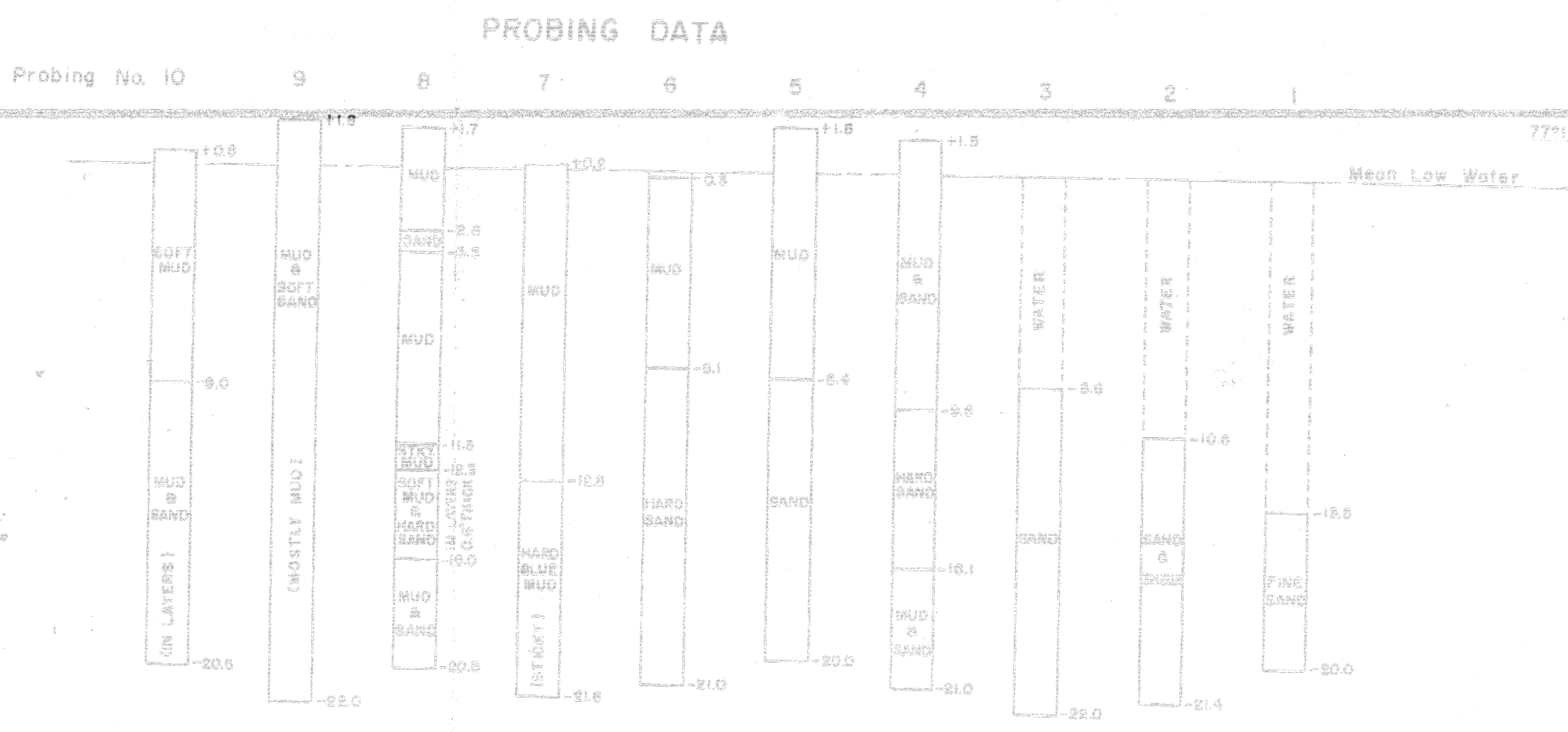
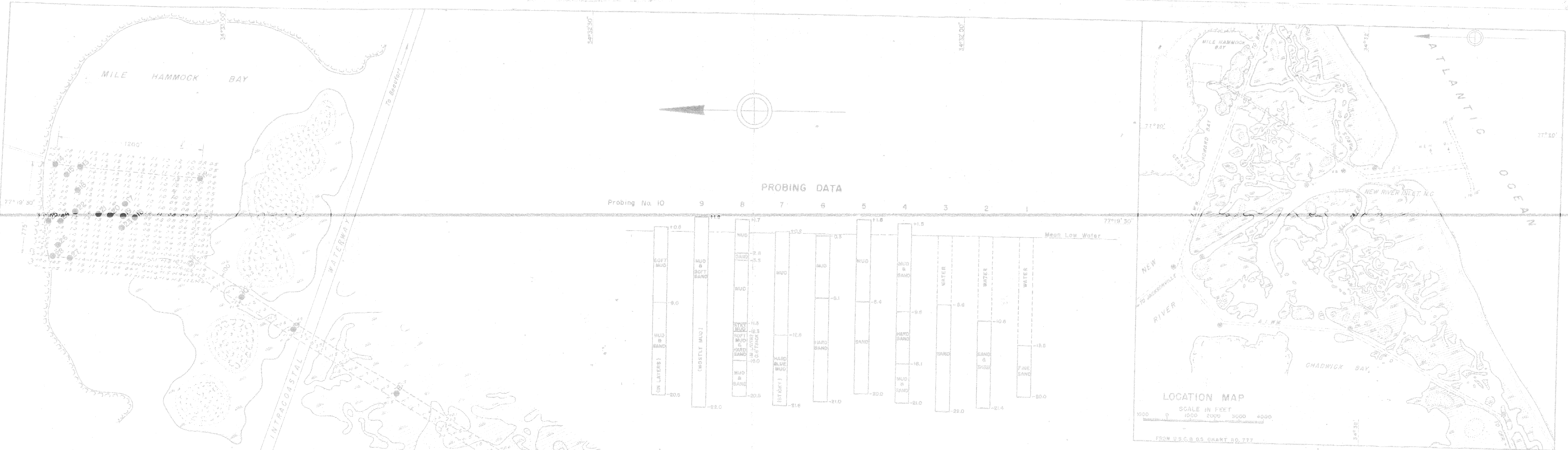
58012

REVISION	DATE	APPD.	DESCRIPTION	BY
			MARINE BARRACKS CAMP LEJEUNE, N. C.	
DES				
DRWN				
TR				
CHK				
SUPV				
APPROVED			DATE	
IN CHARGE			PUBLIC WORKS OFFICER	
APPROVED			SCALE 1"=100'	SPEC
THE QUARTERMASTER GENERAL OF THE MARINE CORPS			SHEET OF NO.	
DATE			Y & D DRAWING NO.	

125
1000
21750
385





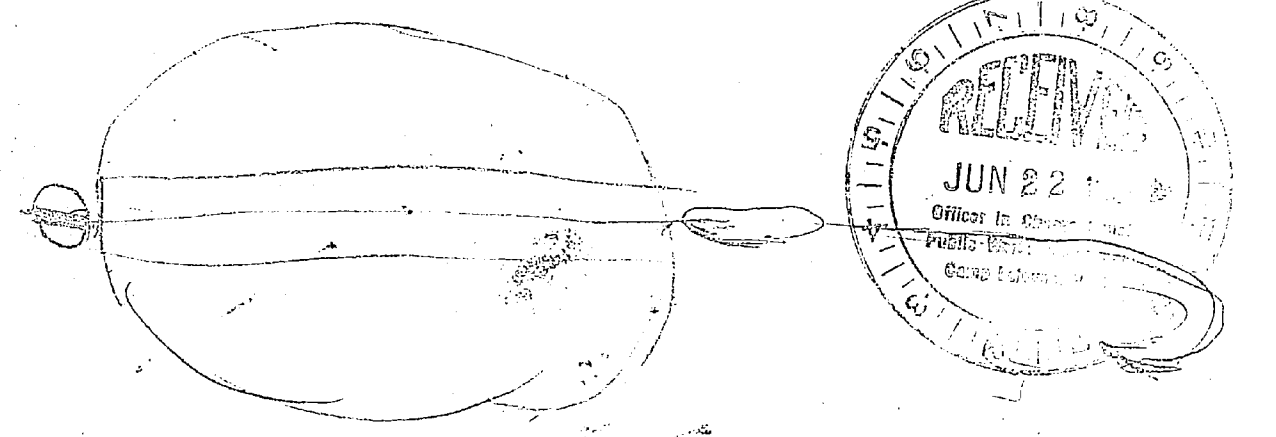


NOTES:
 1-Surveyed by Wilmington District, Corps of Engineers, May and June 1951.
 2-Coordinates refer to N.A. 1927 datum.
 3-Soundings and elevations are expressed in feet and tenths and refer to mean low water, Beaufort datum.
 4-Location of probing and identifying no. shown thus ●

CORPS OF ENGINEERS DWC NO. A-ww nr 684	DEPARTMENT OF THE NAVY DISTRICT PUBLIC WORKS OFFICE CORPS OF ENGINEERS, U.S. ARMY WILMINGTON, N.C. DISTRICT	BUREAU OF YARDS & DOCKS CAMP LEJEUNE, N.C.
DRAWN BY: GFG	MARINE BARRACKS	CAMP LEJEUNE, N.C.
TRACED BY: GFG	MILE HAMMOCK BAY HYDROGRAPHIC SURVEY	
CHECKED BY: GJG	APPROVED: <i>R. L. Mann</i>	DATE: 16 JUNE 1951
SUBMITTED: <i>G. J. G.</i>	COL. C. E., DISTRICT ENGINEER	
RECOMMENDED: <i>G. J. G.</i>		
CHIEF SURVEY BRANCH		
CHIEF ENGR. DIVISION		
APPROVED FOR BUREAU OF YARDS AND DOCKS	SCALE: 1" = 200'	SPEC: SHEET 1 OF 1
DATE: _____	D.F.W.D. FOR CHIEF OF BUREAU: Y B D	DRAWING NO: _____

11

G.O. +4.0
M.L.W. 0 - 2.0



Over Size Form

Too Large / long

Bound Book

Fragile

Other _____

Sheet Number: _____

Drawing/NAVFAC Number: 4039

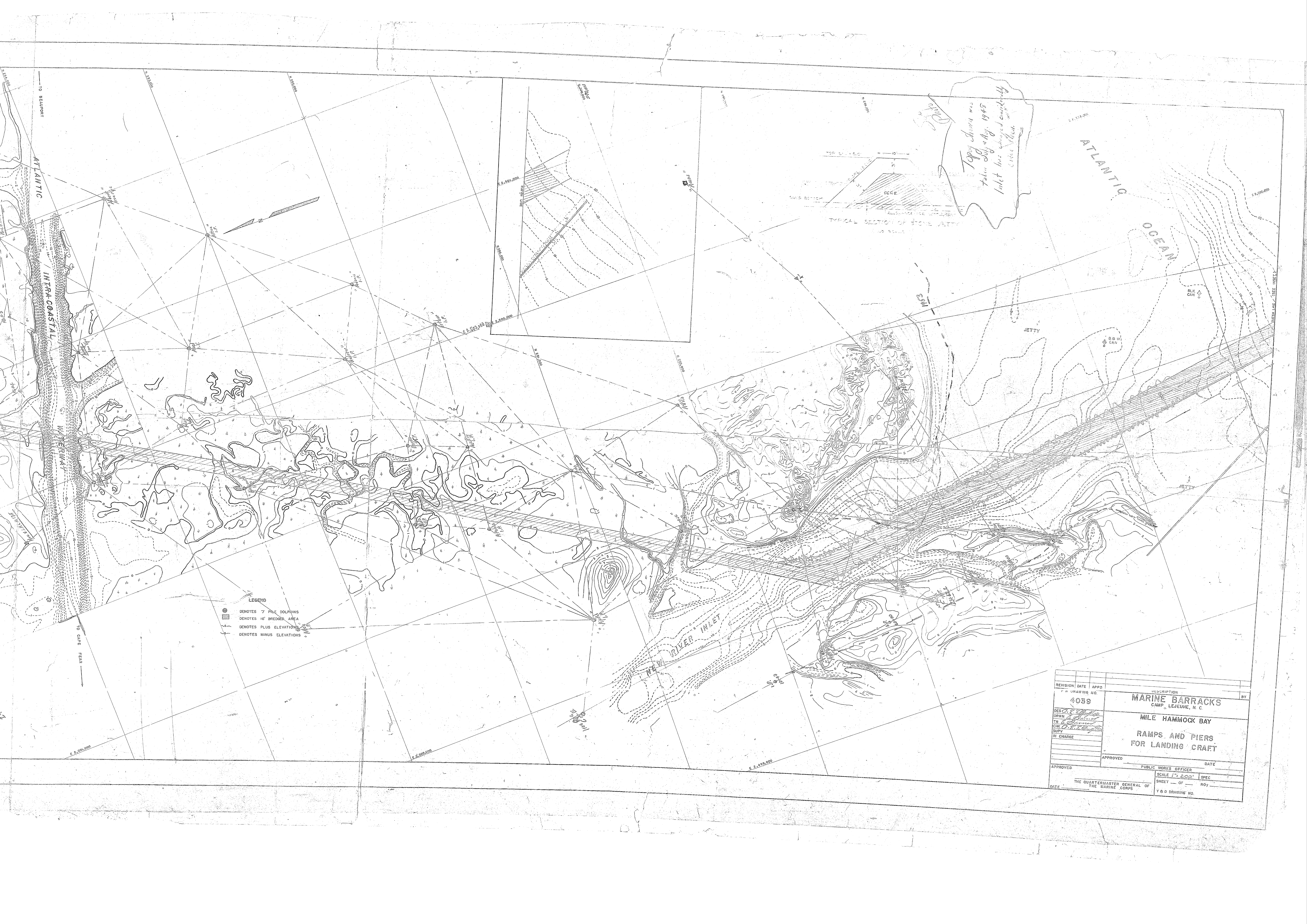
Title

Marine Barracks

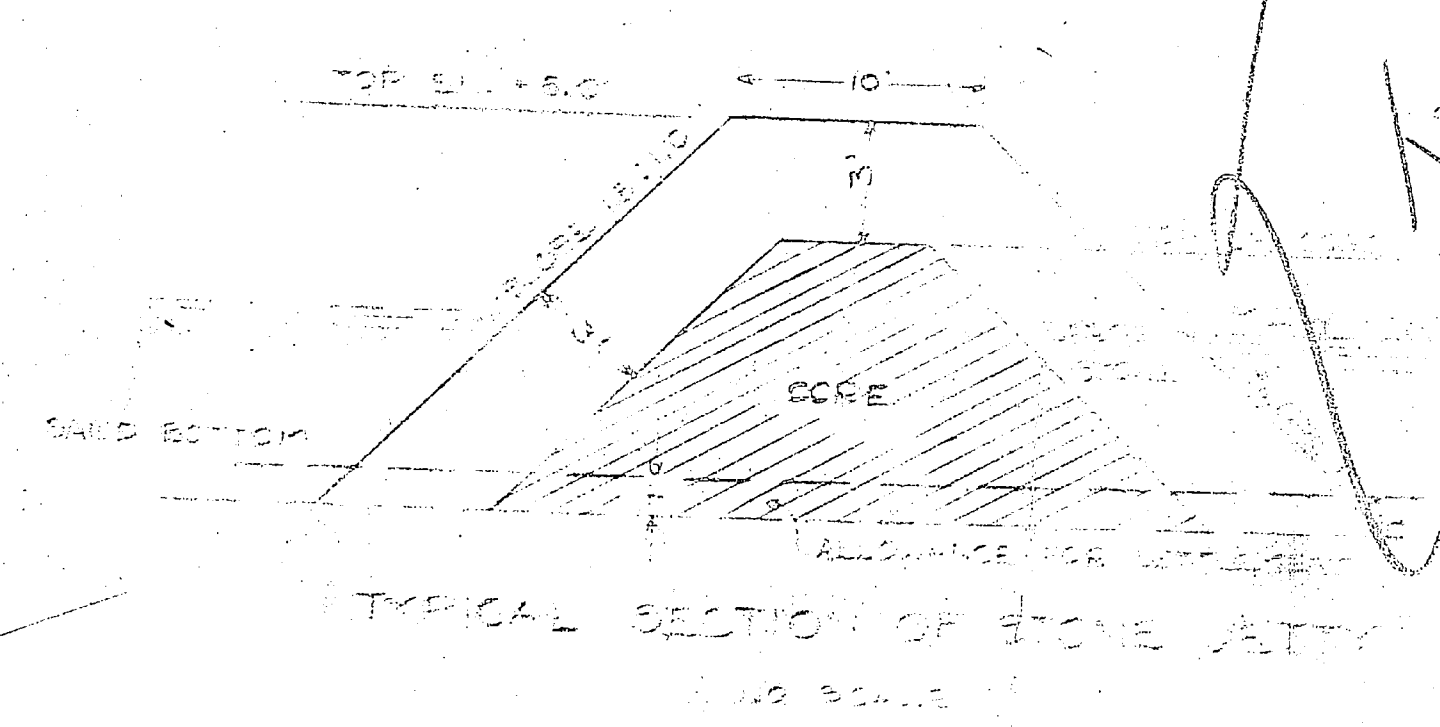
Camp Lejeune, N.C.

Mile Hammock Bay

Ramps and Piers For Landing Craft

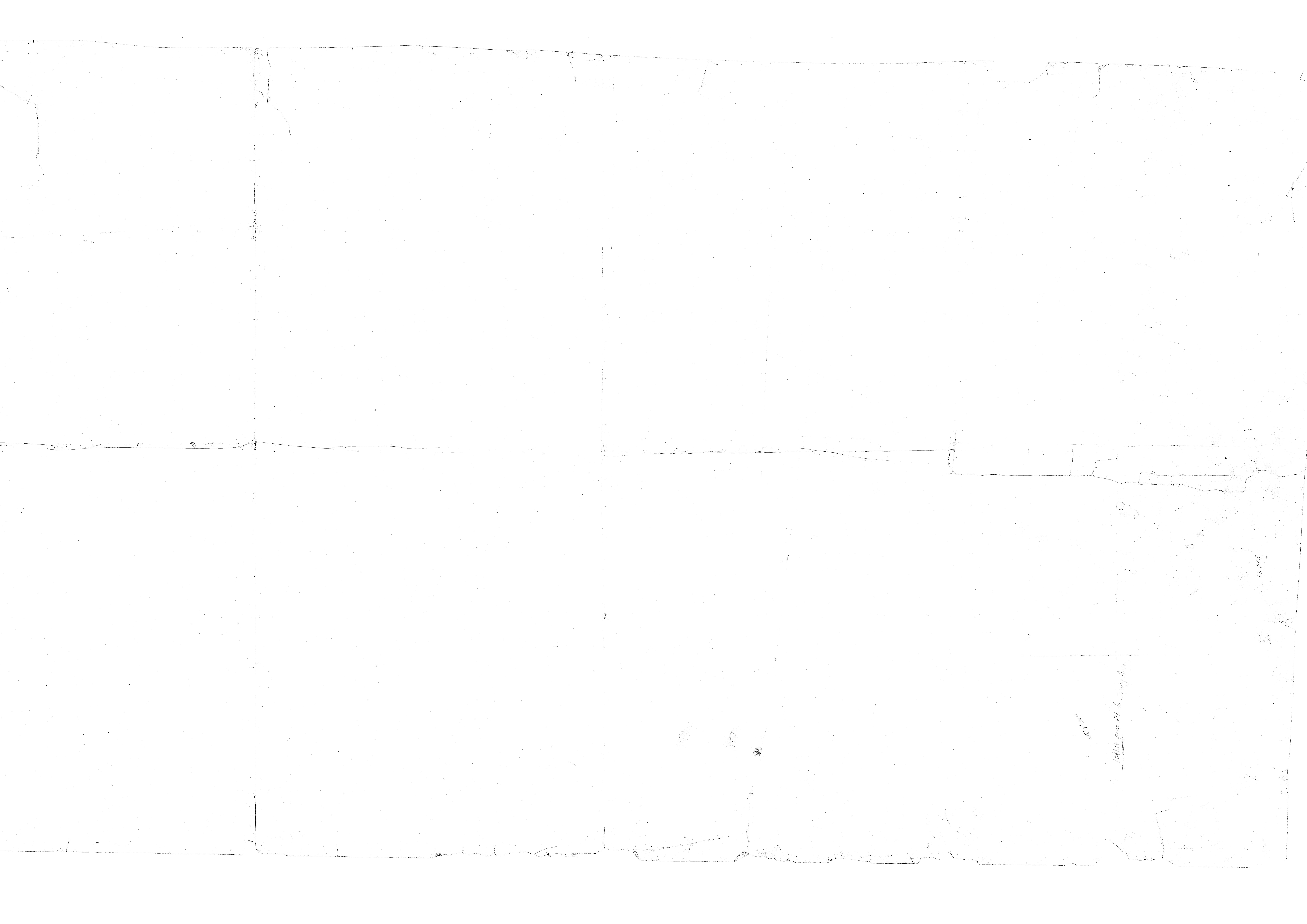


*Copy shown me
7 Feb 54 by 448
Inlet has changed slightly
since then*



LEGEND
 ● DENOTES 7 PINE DOLPHINS
 ▨ DENOTES 16' DREDGED AREA
 + DENOTES PLUS ELEVATIONS
 - DENOTES MINUS ELEVATIONS

REVISION DATE	APPD	DESCRIPTION	BY
	4039	MARINE BARRACKS CAMP LEJUNE, N. C.	
DESIGNED	DRWN	CHKD	SUPV
IN CHARGE			
APPROVED		PUBLIC WORKS OFFICER	DATE
		SCALE 1" = 500'	SPEC
		SHEET	OF
		NOY	
DATE		THE QUARTERMASTER GENERAL OF THE MARINE CORPS	Y & D DRAWING NO.



1848 from Pl. de St. Mary, Ariz.

1848

1848