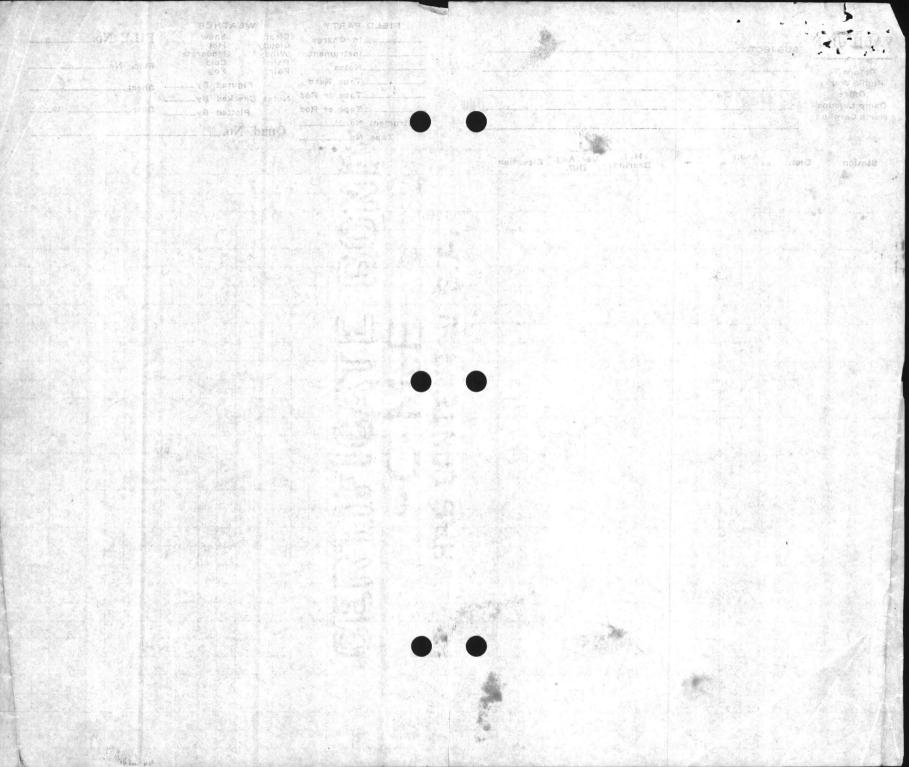
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(COPY OF COMPLETED WORK SHEET)

PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina Survey Department

Traverse Computation

File 240 GEN
Quadrangle
Date (4 March 1947) 7/1/4

of Description Y Coordinate Latitude Departure X Coordinate Bearing Cosine Sine Distance Station North East (TRAV." D" 2,506,073.09 N 58- 43-09W 305,148.11 P.1.12 To 13 611.78 304 536.33 2,506,098.15 52°-20-43 E 9991 6237 25.06 612.38 0409 2139 6+12.38 P.1.#1 224.54 303 820.32 2, 505, 873.61 716.01 750.46 517-24-13 W 9542 2148 2991 0093 7+50.43 303 374.86 2,505,679.09 445.46 194.52 4+86.12 486.12 523-34-43W 9165 1212 4000 0692 301397.43 2.504 803.15 21+62.80 523-52-54 w 9143 8354 4048 4903 1977.43 875.94 2162.90 300 266 . 21 2, 504, 839.24 <1°-49-40 € 9994 9121 0318 9533 1131.22 36.09 11+31.96 298 478. 21 2504, 878.50 0219 6029 1788.00 39.26 MON# 156 #6 17+88.67 51-15-30 E 9997 5884 1788.70 103.61 297906.31 2,504, 982.11 571.90 581.30 510-16-14 E 9839 7679 1787 9657 MON#155 #7 5+81.30 70.90 297794.10 2,505.053.01 532-31-43 E 8431 2304 111.21 1+31.90 895. 98 296 893 93 2, 505,948.99 544-50-23 E 7090 8205 7051 2597 901.17 12+71.09 296 420.00 2,506.327.54 473.93 378.55 538-37-12 E 7813 0265 6241 5236 6+06.71 1247.35 192.72-295 172.65 2, 506, 134.82 58-46-54 w 9882 7728 1526 6962 12+62.24 294 942.91 2.506 254.83 120.0 2+59.23 527-35-16 E 8863 0239 4631 0698 229.74 294 730.90 2,506 215.47 212.01 5/0-31-00 w 9832 0/86 1825 2153 2+15.64 294 575.38 2,506, 543,40 564-37-34 E 4285 2342 9035 3068 155.52 3+ 62.96 2502.81 293 173. 64V 2509,046.21V 1401.74 2868.83 560-44-59 E 4886 2547 8724 9364 USCG PASSET 5, 9600W 556-06-00 W 11.930 Amos .0117/100' -.0208/108 GRID TOTAL - 14. 492.32 556-07-09 W ERR-ADJ.

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

PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina Survey Department

Traverse Computation

Description Y Coordinate Latitude Sine Departure Bearing Cosine Distance Station . 12 To 13 N58-43-09 W 611.87 -2 + 25.06 6+12.38 612.38 5 2-20-43 E 9991 6237 0409 2/39 - 224. 46 3 #2 7+50.43 750.46 S17-24.13 W 9542 2148 2991 0093 716.41 -194. 7 3/3 374.80 0692 -445.53 -4+86.12 523-34-43W 9165 1212 486.12 4000 21+62.80 9/43 8354 4903 4048 2162.90 1131.38 11+31.96 0318 9533 36,10 51-49-40 E 1131.96 + 39. 20 298 478.00 5884 6029 -1788.27 17+88,67 1788.70 S1-15-30 E 02/9 7679 1782 9657 571.99 + 103.6 5+81.30 581.30 2070 1+ 31,9× 131.91 5377 12+71.09 1271:08 2597 S 44-50.23 E 7090 8205 7051 10 (USC+6 CRAG) 6+06.7.1 6241 5236 606.69 0265 7728 6962 12+62.24 1262.19 1526 4631 0698 2+59.23 + 120.0 0239 259.22 2+15.64 19832 0186 1825 2153 215.63 3068 564-37-34 E 4285 2342 9035 3462.96 362.95 1401.78-12.7 2503 5 60-44-59 E 4886 8724 9364 USCG PASSETT 2868.83 2547 Amos 11.930 5,960 556-06-00 WV 14.492.32 ,02081 GRID TOTAL -S56-07-09 W .0117/100' 01' 09" = FRROR : ADJ. DIST. CORRECTED FOR TEMP. + GRID ERROR OF CLOSURE =

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Quadrangle

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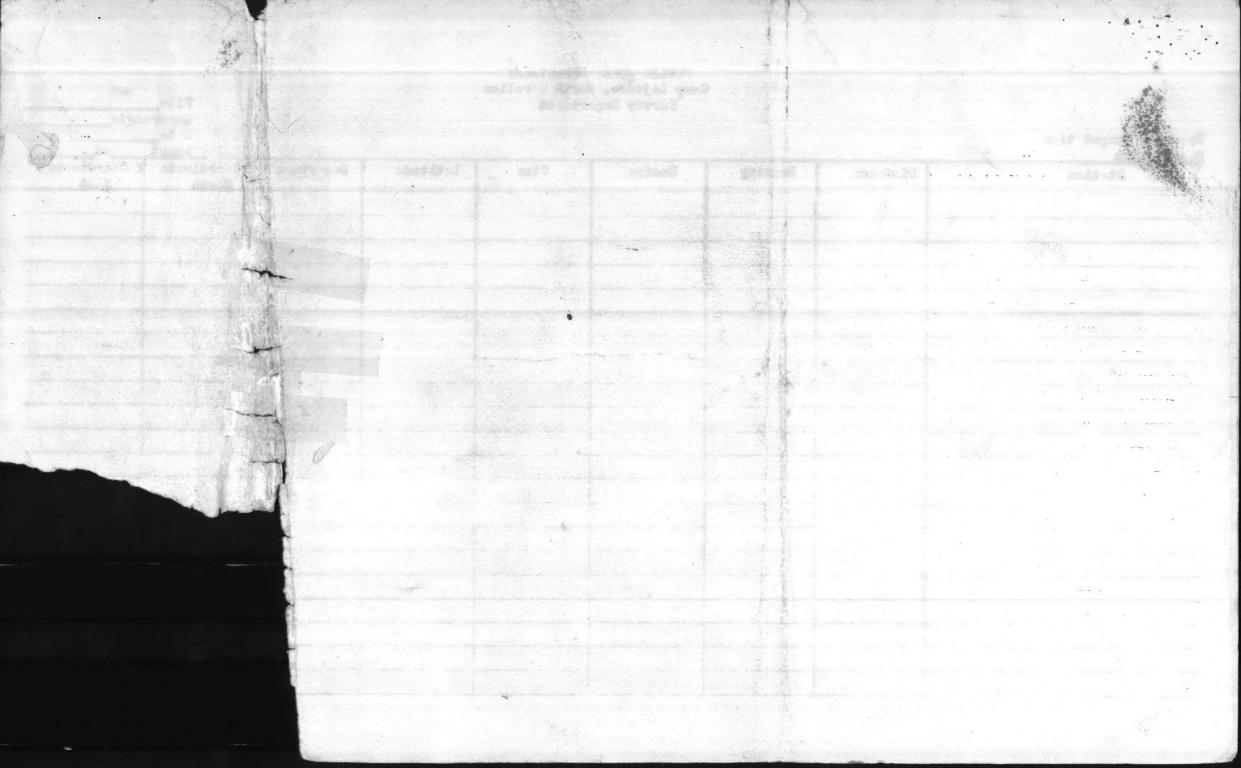
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FIELD PARTY WEATHER FILE No. 221 6-64. VALUABLE Hamilton In Charge Clear Snow Cloudy Hot Instrument Moderate Windy Cold Rain Fldr. No. _Notes Return To Fog Snesds Ferry Pd. from Mack-up Ha Fair Public Works __Tape Read Figured By____ Sheet 1012 Batson Tape or Rod Notes Checked By____ Camp Lejeune Plotted By____ Date_ 4-2/ Carney Tape or Rod North Carolina hstrument No.____ Quad. No._ Tape No.____ Station Dist. Angle + H. I. Bearing Diff. Elevation B 1154 59 531 29 30 23 50 5 135 21:325 372 502 15-06 29" Pine 200' beyond P.C. of Long Carace 23 84 2 505 19:280 738 38 1 305 28 70

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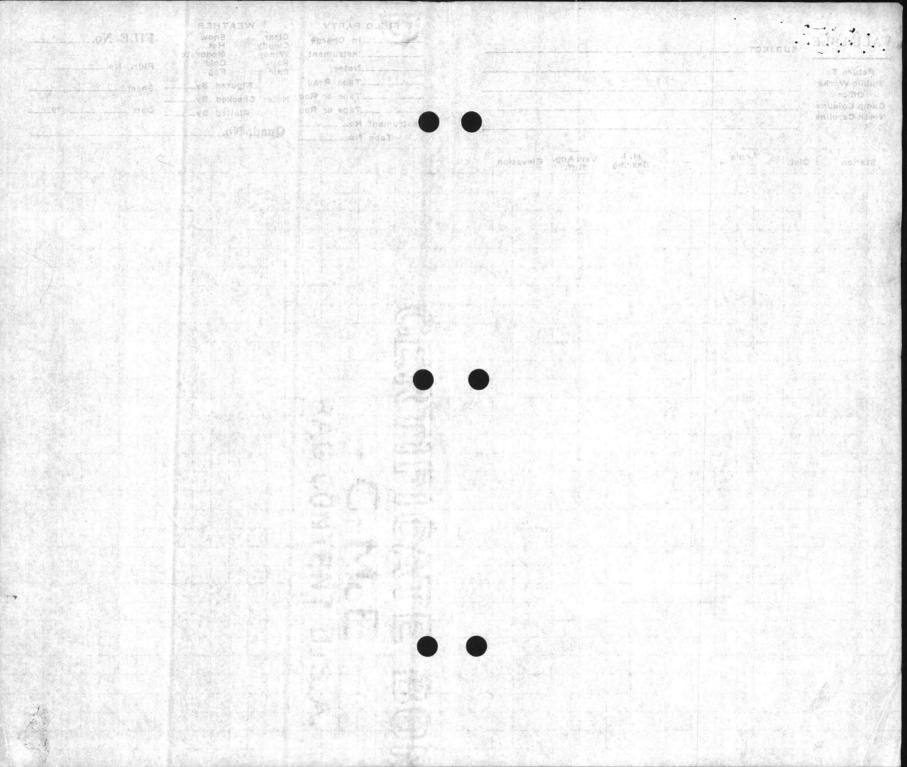
FIELD PARTY WEATHER FILE No. 22/64. VALUABLE . SUBJECT Bench Levels -HAMILTOUN Charge Clear Snow Cloudy Hot Instrument Windy Moderate Intersection Earth Rd. + Sneed Rain Cold Fldr. No.___ _Notes Return To Fair Fog Canada Tape Read Ferry Rd, So Posset Public Works Sheet of 4 Figured By____ Tape or Rod Office Notes Checked By_ Camp Lejeune Date 6-11 19 \$8 _Tape or Rod Plotted By____ North Carolina trument No.___ Quad. No ... Tape No.____ H. I. Ver: Ang. Elevation Station BM 5254 BM#/ BM#2 18" Pine 10' Right & Earth Rd 100 N P.1. 42 54 45 TP 303 55 31 BM=7 629 10 52 19 59 6" Pine 15' Lest & Farth Rd. 250'S P.143 TP 51 58 15" Oak 15 Right & Earth Rd. 8" Oak 20' Right & Kurth Rd 20'N P.1.44 46 53 BM#6 29" Pino 15' Right & Earth Rd 400'S P1.44 TP 10 51 32 26 631 612 30 54 BMHT 8" Oak 15 Right & Barth Rd 36 85 29 05 3 90 25 18 15' Oak in Fork of Rd. Near 0/8 BM#8

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FIELD PARTY WEATHER VALUABLE FILE No. Clear Snow In Charge SUBJECT___ Cloudy Hot Moderate Instrument Windy Cold Rain Fldr. No.-_Notes Return To Fog Fair Public Works _Tape Read Figured By____ Sheet_ Office __Tape or Rod Notes Checked By____ Camp Lejeune ___Tape or Rod Plotted By____ Date___ North Carolina trument No._____ Quad. No ._ Ver: Ang. Elevation Dist. Angle Station PASSET B.M. (PASSET.) 0 60 SPIRE IN TELEPHONE POLE + 400 W. OFPHSKET 12" Live Dak DOD South Inland Well \$ 05 2,915 Edge of Water Was From + 0.025 Approxi 5 miles 132

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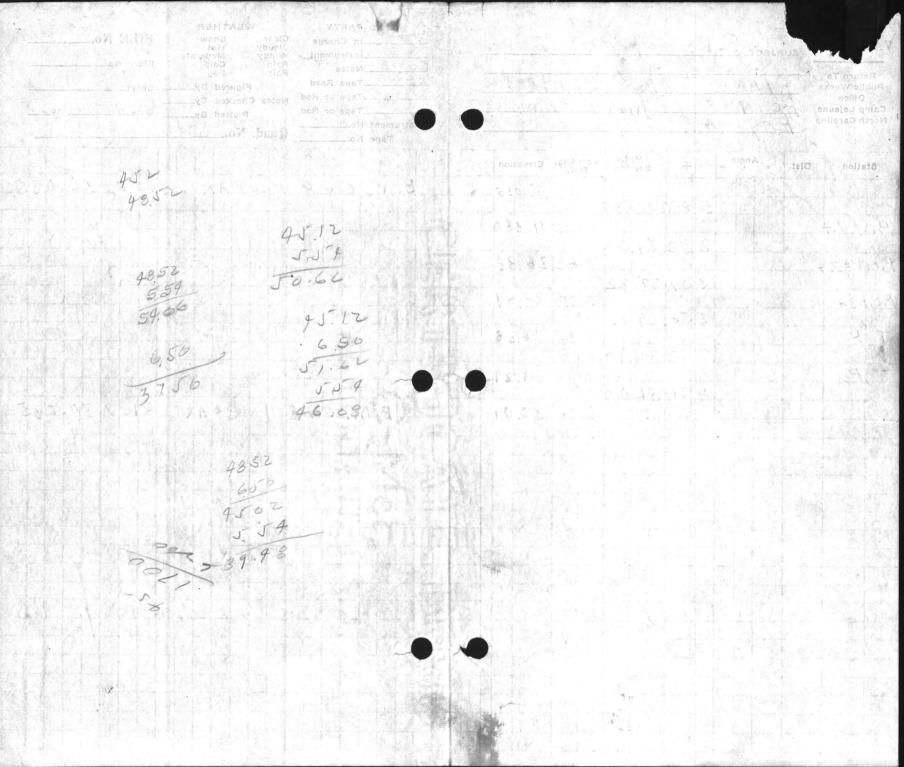
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PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina Survey Department

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FIELD PARTY WEATHER VALUABLE SUBJECT____ Snow Hot Moderate FILE No. Clear ____In Charge Cloudy Instrument Windy Cold Fog Rain Fair _Notes Return To _Tape Read Public Works Figured By____ __Tape or Rod Notes Checked By_____ Office Camp Lejeune Plotted By____ Date____ ____Tape or Rod North Carolina strument No.___ Quad. No. Tape No .__ H. I. Bearing Angle " Ver: Ang. Diff. Elevation Dist. Station AMOS 136 55 30 50 46 45 1365535 523E 525913'37"E Cedar Point +0.057 -0.036. P1#33 E 2500, 477,32 N296, 011.58 47819 20651

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PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina

Survey Department
From Intersection of Grag Point + Sneads Ferry Pds. along East Side

File 210-6en

Quadrangle 220-24

Date Traverse Computation of Trops Bay to Cedar Point on Inland Water-way Sheet #/ of 2 -ontrol Description Y Coordinate X Coordinate Cosine Sine Latitude Departure @ Distance Bearing Station North East to Marines Traverse. N573721"W P.1. # 13 Nail in Int. of S.F. + Crog Pt. Pods. 305. 148.11 2,506 073.09 V 505743.45 53057283 84763935 +206.33 - 329.64 305354.44 388.89 POT 787.06 305.031.53 504.956.47 P.1 #1 567-41-35W3795683 1925/6372 -322.91 850.73 98485486 - 72.75 304 543.28 419.58 413.73 580-00-56W1733808 P.1. # 2 610.49 010.77 556-49-03W 54730762 183693152 -348.36 532.6 304 P.1. #3 636.38 312.83 692.74 N75-16-11 W 25426906 96713352+82.25 P1.#4 323.46 494.50 178.2 93434277-198,24 569-07-20W35637564 519.76 P1.#5 556.28 318.54 284.44 5020859 83482651-210.06 P.1.46 381.57 556-35-52W55051312 -315.78 086.19 557-52-43W 53171478 84692349-198.26 543,9 P.1. #7 372.86 810.45 396.14 47,5 555-09-34W57129466 82074504-275.74 303 482.66 P.1. #8 557.63 562-25-31W 46290501 88640789 -252,82 484,13 P.1. # 9 546.17 573-14-37W 28830304 95753922 -137,14 -455.47 420.50 P.1.410 475.67 -341.25 021.81 540-33-38W75971914 65025735 P.1.411 302 695.18 13247264 -326.64 43.66 P1. 4/2 32954 589.24 5540617 83247561 105.94 159.17 P.1.#13 191.20 728.53 526-53-18 E 89188964 45225311 260.71 132.20 P1 # 14 292,31 073.01 57883959 531-15-16 E 85487163 P.1.#15 255.53 + 155.09 298.91 965.16 68320297 100.91 543-05-40 E 73022853 147.70 28182517 + 78.97 696.31 516-22-09E 95946578 -268.85 57,22 280,21 P.1. #17 494.97 60566826 537-16-37E 79571726 P.1.418 -201.39 + 153.29 253.09 246.03 -148.00 501 51-00-36 E 99984463 01762691 P.1. +19 148.92

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PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina Survey Department

Traverse Computation	e- Int	Crao Pt. Pol	Camp Lejeu Survey	Departme		4		FileQuadrangleDateSheet # Zof Z
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	Notes	Rain Fair	Co	ld	Fldr. No.
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WEATHER FIELD PARTY FILE No .__ Clear Snow VALUABLE _In Charge Cloudy Hot SUBJECT_ _Instrument Windy Moderate Rain Cold Fldr. No .___ Notes Return To Fog __Tape Read Public Works Figured By____ Sheet 24 6 __Tape or Rod Notes Checked By___ Office Camp Lejeune Tape or Rod Plotted By____ Date_ North Carolina strument No.__ Quad. No.___ Tape No._ Angle " H. I. Bearing Ver: Ang. Diff. Dist. Elevation Station 32 855 26 29 855 22 29 24 180 + East P7 # 9 26 5 12 25 78 BM#5B 8" Pine 150' + North PT#11 5 38 26 285 Group of those Pines 703 30 111 28 035 3 305 19 28 PIKIN 12" Pine 100' + 38 PJ 27 BIP#LB

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FIELD PARTY WEATHER FILE No .__ VALUABLE Clear Snow _In Charge Cloudy Hot SUBJECT_ _Instrument Windy Moderate Cold Rain Fldr. No. _Notes Return To Fair __Tape Read Public Works Figured By_ Office _Tape or Rod Notes Checked By_ Camp Lejeune Tape or Rod Date_ Plotted By____ North Carolina strument No. Quad. No ._ Tape No .__ H. I. Bearing Angle " Ver: Ang. Diff. Elevation Station Dist. 604 19 Maple 6 505 19 218 BN=118" 1643 3 37 P1#31 (P) = 12 A Craig Expresse 631 P1#32

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-1- ---FIELD PARTY WEATHER FILE No. Clear Snow VALUABLE In Charge Hot Cloudy SUBJECT___ _Instrument Windy Moderate Cold Rain Fldr. No.____ Notes Fog Return To Fair Public Works _Tape Read Sheet 6 of 6 Figured By____ Office __Tape or Rod Notes Checked By____ Camp Lejeune Tape or Rod Plotted By____ Date_ North Carolina strument No.__ Quad. No. Tape No.___ H. I. Bearing Angle " Ver: Ang. Elevation Dist. Station 22915 2 395 7 91 18 77 2087 8 64 12 23 (12 31.5) A Craig

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MEMORANDUM TO THE PILES

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

Subj: Excisental Control Date in Relation to Construction of Piers and Ramps and Entrance Channel at Mile Hammock Bay on the Intraconstal Waterway

- i. In the proparation of a Topographic Map covering the proposed site for a Boat Basin, near New Biver Inlet, on the Marine Corps Reservation, Control Bench Marks were established by using previously established Bonch Marks on the Sneads Ferry Buck Creek Road, established by the engineering firm of Carr & Greiner, whose Level Not originated from U. S. Coast and Geodetic Bench Marks established as First Order Leveling from Fortsmouth, Virginia to Marassa, 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 Verincest Data for Mapping and Constructing Camp Lejeume.
- 2. In thing the established metwork to the Controling Sench Mark used by the U.S. Corps of Angineers at New Aiver 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 Gorps of Engineers Datum of Mean Lew 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. Bubert, located approximately three miles North of the Mortheast Boundary Corner of Gamp Lojoune. The Mean Sea Level Elevation showed a variation of 1.95 ft. which compares favorably with the published difference of 2.01 ft.
- S. It was decided to make an independent check of the Bench Marks established for the Topographic Map of Mile Hammock May and the Controlling Bench Mark of the Corps of Engineers at New River Inlet, and therefore a Level Mun of approximately mixtoon 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. Bailroad mear Dimon and tying to a Second Order Station established by the U.S.C.&G. on a circuit from Holly Ridge to New Topomil 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 Biovation Bench Marks as being accurate.
- S. We now find ourselves with a difference of 0.50 ft. between Mean Sea Level and Mean Low Water at Mew 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.

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MENO TO FILES

Nortzontal Control, Piers and Ramps - Mile Hammook Bay

On September S. 1955, Charles Morton and I visited the U.S. Army Gorps of Engineers Office at Milmington, N.C. We were there to secure Engineering Data, in relation to proposed Dredging work at Mile Hammook Bay, particularly as to the relation between U.S.S. Datum of Mean Low Water and U.S.C.S. 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

PWO

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 dept for 80 percent o project width in midchennel
Winds Time to North Complian Cont	11.5	250	:	12.0
Virginia Line to North Carolina Cut North Carolina Cut	6.0	90		12.0
North Carolina Cut to North River Bar		250		12.0
	2.0	300		12.0
North River Bar to Albermarle Sound	12.5	(a)		10.0
	25.2	250		10.5
Alligator River to Land Cut	99 5	90		12.0
	8.1	250		12.0
Pungo River to Durants Point Ourants Point to mouth of Goose Creek		(a)		
Goose Creek to Land Cut	5.5	250		12.0
	3.8	90		12.0
Goose Creek-Bay River Land Cut	1.6	250	:	12.0
Bay River Bay River to mouth Adams Creek	24.0	(a)		70.0
dams Creek to head	6.0	250		12.0
Head of Adams Creek to Land Cut	1.0	125		12.0
dams 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		250	:	12.0
Morehead City to Broad Creek	13.6	90	:	12.0
Broad Creek to Guthrie Point	6.8	90	:	12.0
Suthrie Point to Swansboro	5.7	90	:	11.0
Swansboro to Bear Creek	6.0	90		10.0
	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		90	:	10.6

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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).

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Wrightsville Causeway to Cape Fear River (16 Miles). A controlling depth of not less than 10.5 feet is available along the channel center-line (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.

	:		How	:	CI	007	ance	s, fee	at:	:Distance	
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	:	:		:			:			•	
Coinjock Bridge	:Double Swing	:	Power	:	7.0	(a)	2	80.0		: 49.9	
Fairfield Bridge	:Swing	:	Power	:	9,8	(a)	:	80.0		:113.8	
R.E.A. Wire	:Overhead	:	-	2	104.0	(b)	:	-		:114.0	
R.E.A. Wire	: Overhead	:	-	:	104.4	(b)	:	-		:125.9	
Wilkerson Creek Bridge	:Swing	:	Power	:	9.8	(a)	8	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)	8	80.0		:195.8	
C. P.&L. CO., Wire	: Cverhead	:	-	:	100.0	(b)		_		:195.8	
B & M RR Bridge	:Bascule	:	Power	:	5.4	(c)	8	80.0	(b)	:203.8	
Newport River Bridge	:Bascule	:	Power	:	10.0	(a)		.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)	2			:260.9	
C.P.&L. CO., Wire	: Overhead	:	-	:	88.2	(b)	2	-		:283.1	
Wrightsville Bridge	:Bascule	:	Power	:	6.7	(a)	2	80.0		:283.1	
Carolina Beach Bridge	:Swing	:	Power	:	16.7	(a)	(c) e	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		:	Power	:				236.0		:331.0	
	:	:		:				~,0,0		:	
	:	:		:						:	

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

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⁽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.

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Cour Fram River, C. C. to faithe Miver, S. C. (US Miles). A ogneprovide depict of the less than 12.0 foot a synthetic elect the chancel confeding of this emotion of the entermy (surrepost Pelevier data March 2006).

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(a) Deep vicest.

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- (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.

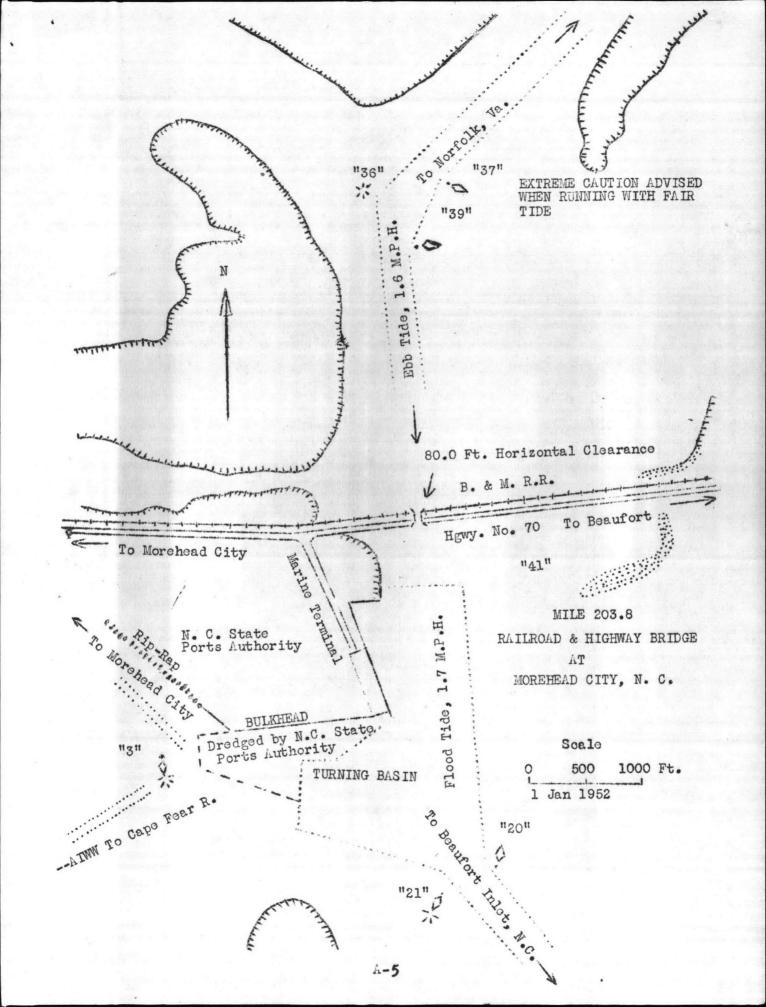
 Overhead power cable across Gallants Channel, between the railroad and highway bridge, et Beaufort. Vertical clearance 87.5 feet above mean low water (85.0 feet above mean high water.)

 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.

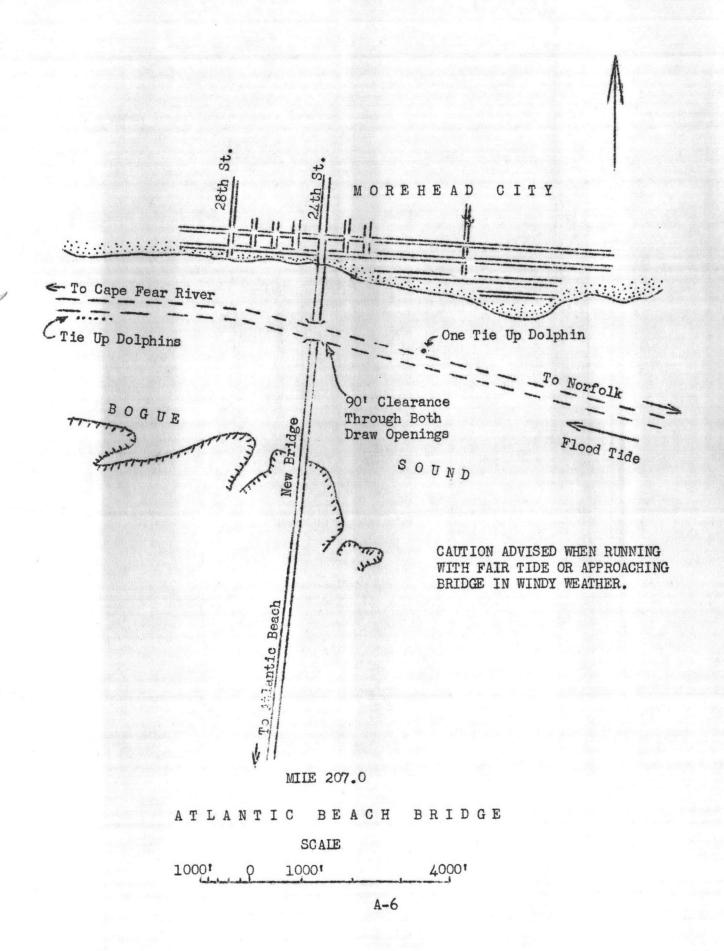
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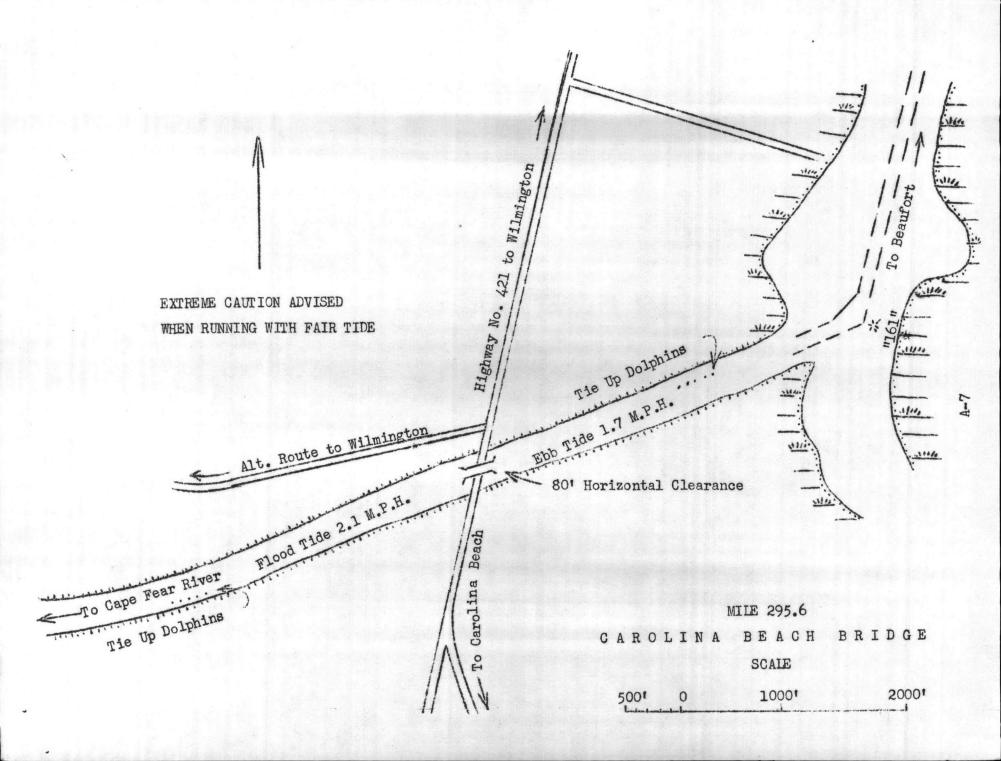


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CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
WILMINGTON DISTRICT
308 Customhouse
WILMINGTON, N. C.

INFORMATION BULLETIN ON ATLANTIC INTRACCASTAL 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 wate. ways 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.)

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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 Intracoastal 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 INTERFER 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.

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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."

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- B-1. Intracoastal Waterway and Tributary Channels.
- B-2. Tides, velocities and datum plane.
- B-3. Aids to Navigation.
- B-4. Anchorages and wharves.
- B-5. Government-owned tie-up dolphins.
- B-6. Exposure.
- B-7. Communications.
- B-8. Supplies

- B-9. Publications.
- B-10. Table of distances.
- B-11. Similar information available from other districts.

Map.

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. <u>Tides</u>, 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.

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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 Pamilco 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 Belheven, 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. Tic-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.

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- 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:

	Statute Miles
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

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Oriental	
Mouth of Adams Creek	183.2
Core Creek Bridge	184.9
Beaufort via Gallants Channel	195.8
Morehead City Terminal	204.1
Morehead City	20451
Swansboro	205.4
Mouth of New River	229.9
Wrighterille Bearl C	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 Southport	314.0
	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.

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R. L. HILL
Colonel, CE
District Engineer

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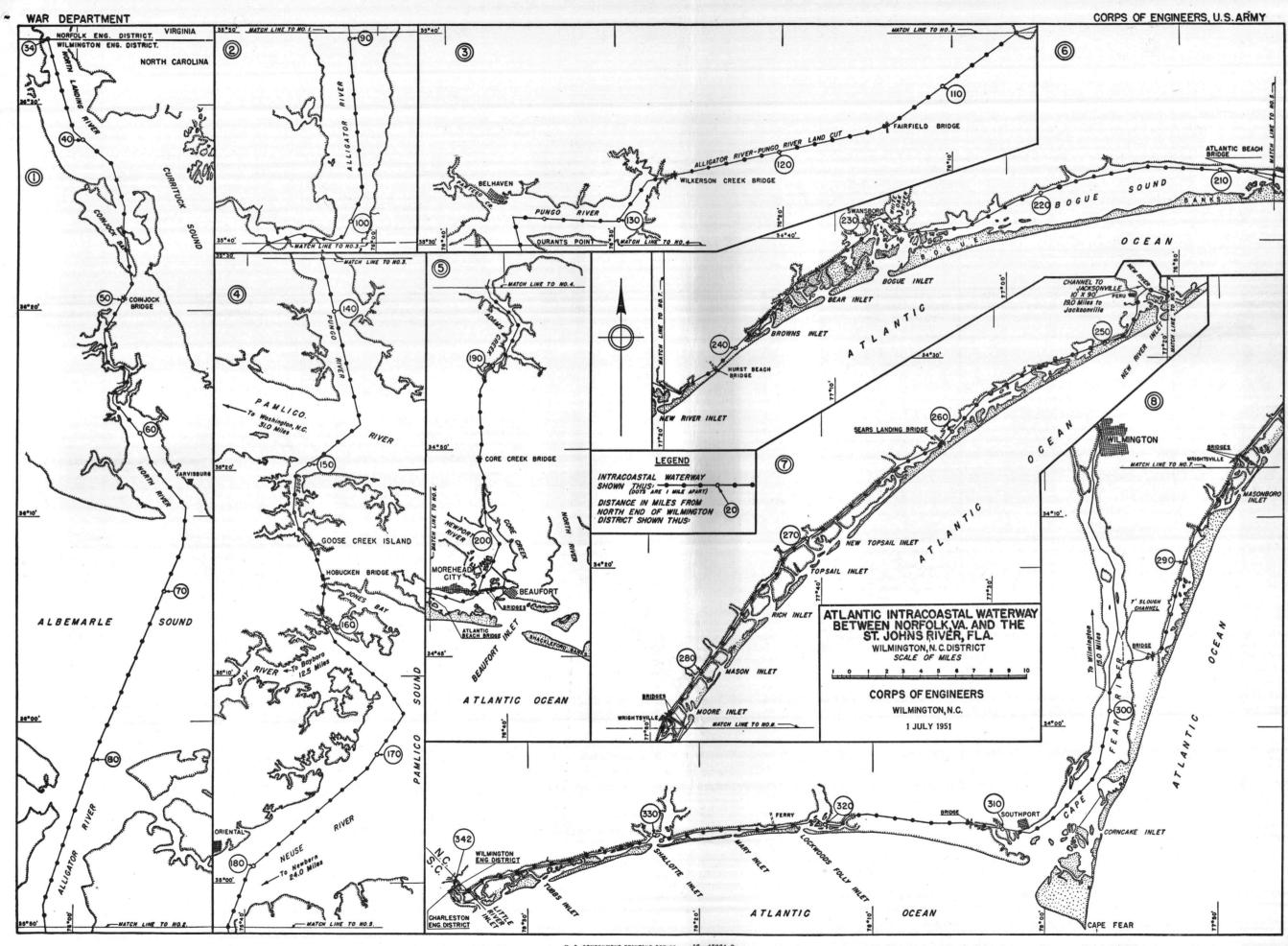
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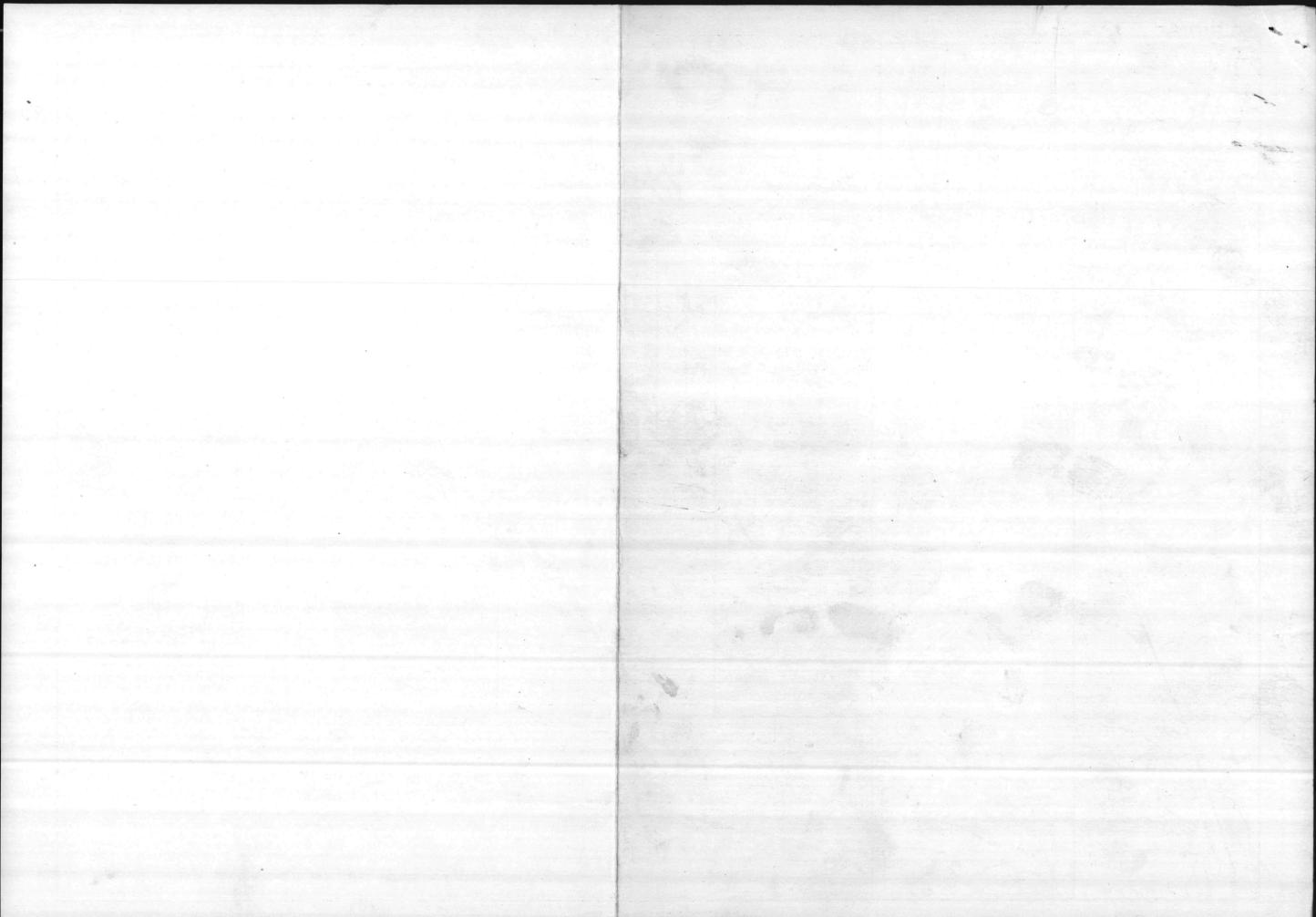
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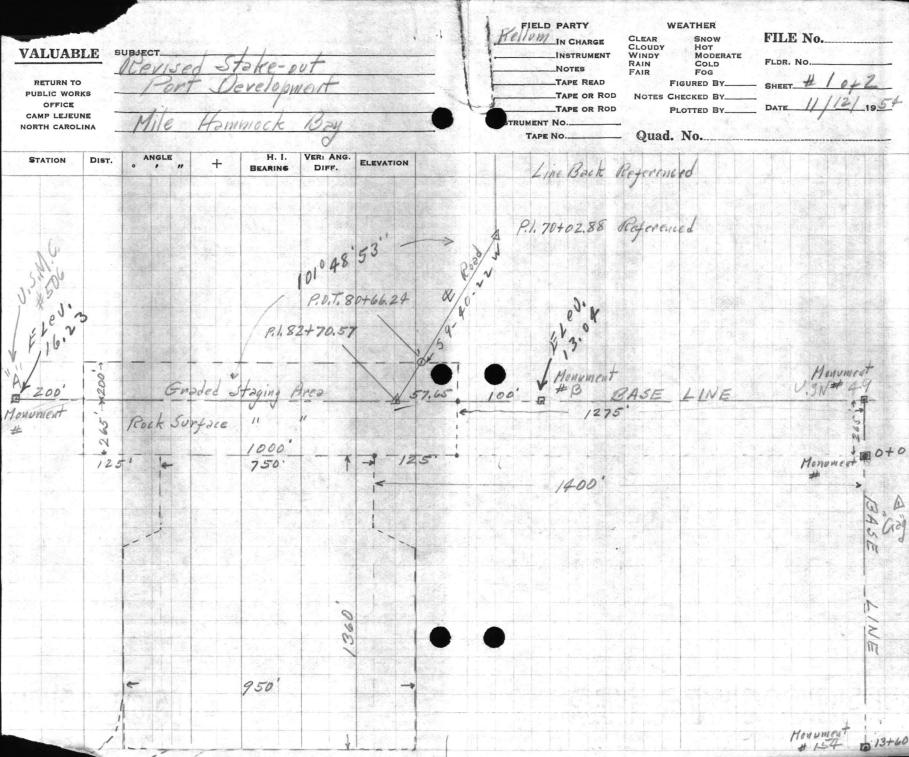
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PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina Survey Bepartment

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PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina Survey Department

Traverse Computation

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PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina Survey Bepartment

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PUBLIC WORKS DEPARTMENT Camp Lejeune, North Carolina Survey Department

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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-l 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 proviously furnished.

R. L. HILL

Colonel, CE

District Engineer

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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:

	:	Length	:	Project		for 80 percent of
Section				width		project width in
	:	miles			:	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	:		:	90	:	10.0
New River to Dixon Point	:		:	90	:	8.5
Dixon Point to Virginia Creek	:		:	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	:		:	90	:	8.8
	:		:		:	

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Section	:			Project	: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	:	10.6			
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 1,000' 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).

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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 Merch 1955).

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

		: How	: Clearanc		:Distance :Southward :from Nor-		
Neme	Type	:Operate	d: Vertical: Above: . M.L.W.:		tal:folk, Va. (Statute		
	:		: :		: Miles)		
	David a Contra	: . Dames	: 7.0(a) :	80.0	49.9		
Coinjock Bridge	:Double Swing	: Power	: 9.8(a)		: 113.8		
Tairfield Bridge	:Swing	: Fower	/- \		: 114.0		
L.E.A. Wire	:Cverhead	: -			125.9		
R.E.A. Wire	:Overhead	. P	:104.4(b) : : 9.8(a) :		125.9		
Wilkerson Creek Bridge	:Swing	: Power	/		: 157.2		
lobucken Bridge	:Swing	: Power			: 195.8		
R.E.A. Wire	:Overhead	;	:101.0(b) :		: 195.8		
ore Creek Bridge	:Swing	: Power	: 18.9(a) :		: 195.8		
.P. & L. Co., Wire	:Overhead	: -	:100.0(b) :	/-1			
& M. RR Bridge	:Bascule	: Power	: 5.4(c) :		: 203.8		
Newport River Bridge	:Bascule	: Power	: 10.0(a)(c):		000 5		
Atlantic Beach Bridge	:Swing	: Power	: 16.2(a) :		047 5		
Hurst Beach Bridge	:Swing	: Power	: 15.0(a) :		: 241.5		
R.E.A. Wire	:Overhead	: Power	: 84.7(b) :				
Sears Landing Bridge	Pontoon	: Power	: ~ (e) :		: 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):		: 295.6		
C.P. & L. Co., Wire	:Overhead	: -	: 89.3(b) :		: 295.6		
Fort Caswell Bridge	:Swing	: Power	: 13.0(a) :		: 311.8		
Holdens Beach Bridge	:Swing	: Power	: 17.8(a) :		: 323.7		
Old Brick Lending Ferr	y:Cable	: Power	: - :	236.0	: 331.0		
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- 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 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) 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.

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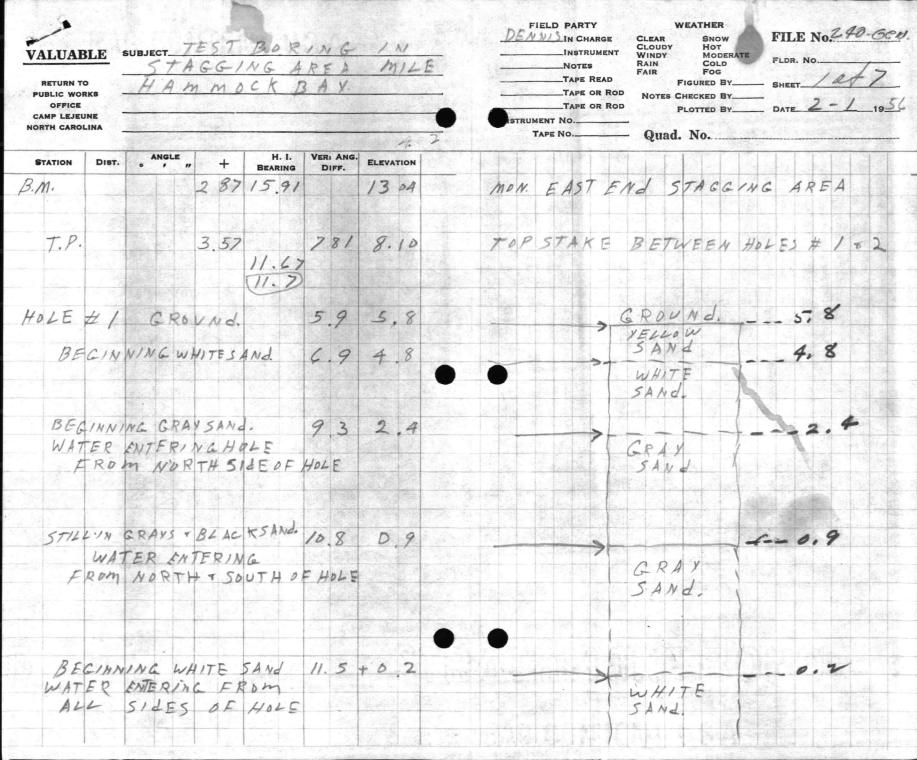
A-5. Work in Progress. Maintenance dredging for the removal of shoals with less than a 10-foot depth between New River, N. C., and Little River, S. C., is expected to commence about the middle of April 1955.

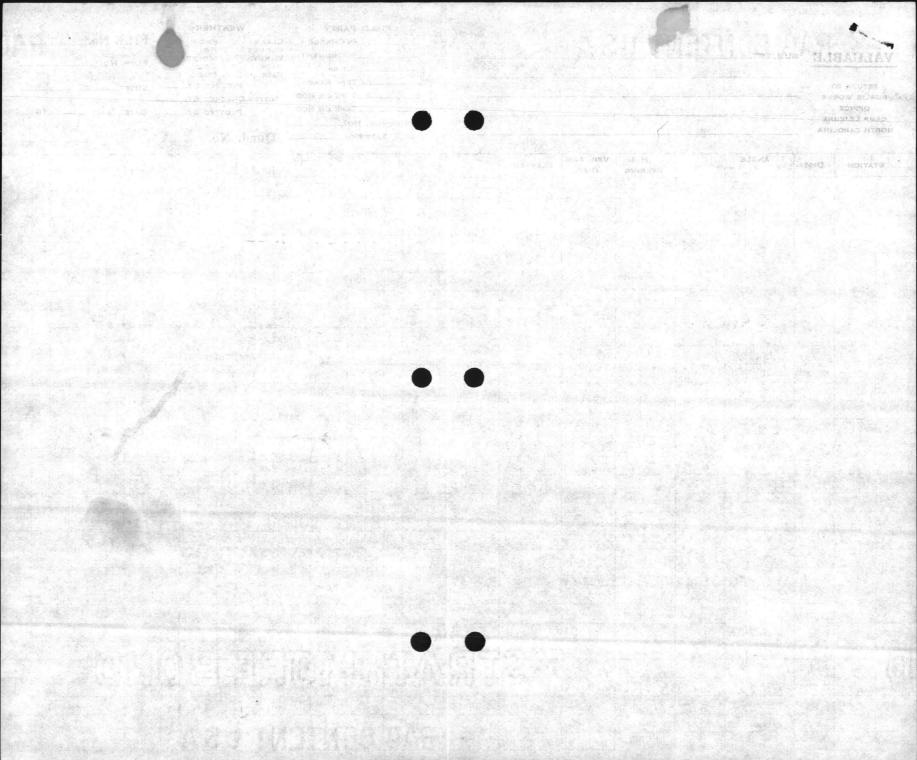
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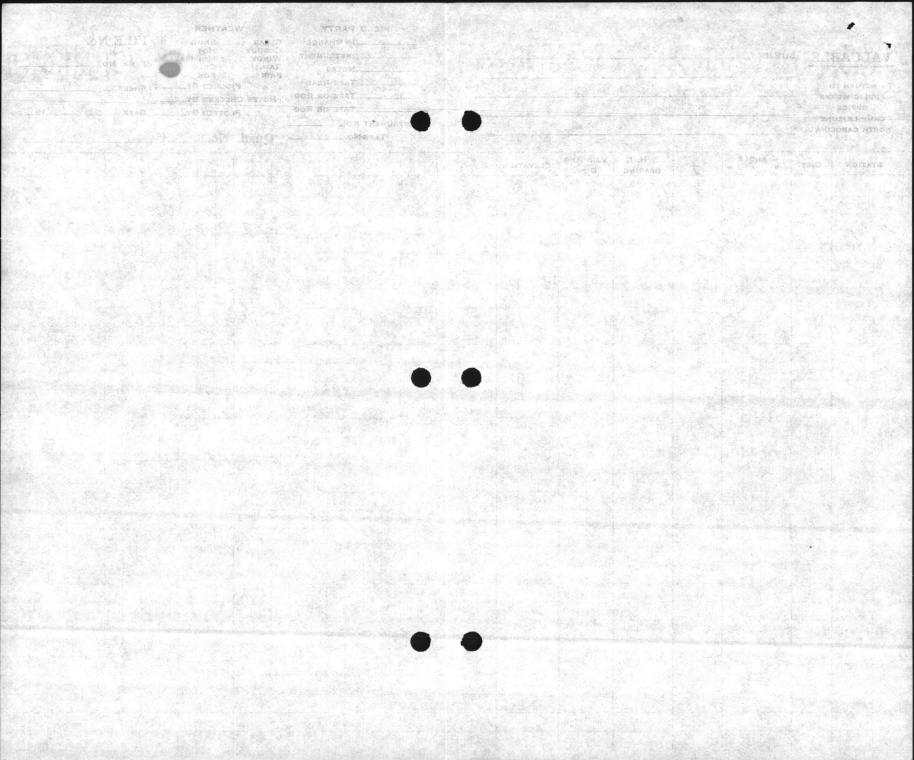




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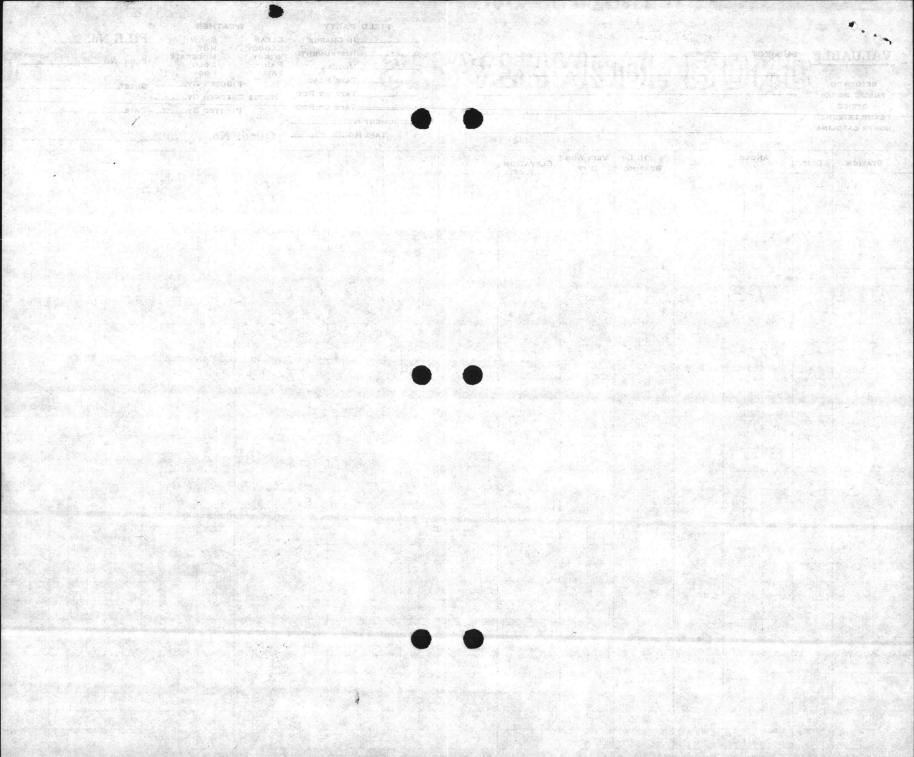
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U. S. ARMY ENGINEER DISTRICT, WILMINGTON CORPS OF ENGINEERS 308 CUSTOMHOUSE WILMINGTON, NORTH CAROLINA

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

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

Virginia Line to North Carolina Cut	Controlling Dep Cor 80 Percent Project Width i	of
Virginia Line to North Carolina Cut	Midchannel	
Swansboro to Bear Creek : 6.0 : 90 : Bear Creek to New River : 10.9 : 90 : New River to Dixon Point : 11.5 : 90 : Dixon Point to Virginia Creek : 5.5 : 90 : Virginia Creek to Old Point : 6.6 : 90 : Old Point to Wrightsville Causeway : 12.7 : 90 :	Midchannel 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.	. I No

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Appendices to billetin on the Atlantical Intracestal Material, Milnington, N. C., Itlantick, Cated I Datober 1958

A-1. Controlling Itmensions of Channel. Mased on the latest surveys, the controlling limited and of the Atlantic Intracosatel Waterway in this district are as follows:

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					Alligator River to Land Int
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					Durants Point to Mouth of Goose Creek
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Everett Creek to Cape Fear River		8.0	:	90	:	10.7	
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ockwoods Folly River to Shallote River	:	8.9	:	90	:	10.7	
hallotte River to Seaside	:	6.8	:	90		10.8	
easide to Little River	:	5.5	:	90	:	12.0	
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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 8-1/2 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).

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WOTE: (a) Matural distance a except of or less for the waterway.

Virginia - V. C. Sta a Dime to Alteraria Sound (39 Mtlot). Project depth of 10 feet is available with come en-

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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:

Swangboro to New Edver (15 Miles). There is a controlling depth of IC.5 feet at m.i.w. along the channel carterious (examined Fabruary 1959).

New Priver to Wright eville Causagery 12 M os). There is a controlling depth of 11.1 feet at m. L.w. along U chapted certained (examined March 1970).

Wrightsville Comessan to Tapo Pear Move of 17123). There is a controlling depth of 10.7 feet at d. 1. w. el ca v e chapted earterithe (examined March 1959).

Cape Fear Hiver, M. C., to Little Haver, S. C. (33 Miles). A controlling depth of 10.4 (set at m.1.w. is available along the change denterline (examined Hardi-April 1959).

A-2. Bridges, Parties, and Other Structures Creeding the Waterways.
The following table stone the clearance shalls at the bridge, Larry, and overhead wire crossings to this district with district messared southerly along the charge from Verlain, Parties.

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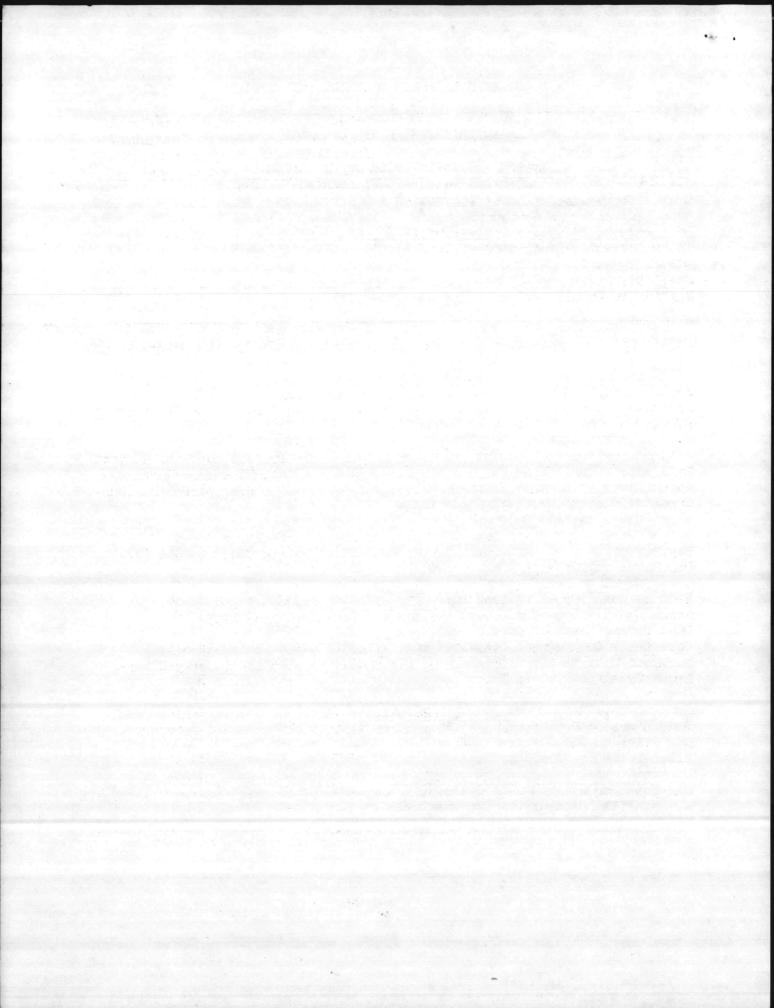
U. S. ARMY ENGINEER DISTRICT, WILMINGTON CORPS OF ENGINEERS 308 CUSTOMHOUSE WILMINGTON, NORTH CAROLINA

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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:

	:Length : :Controlling Dep	
	: in : :for 80 Percent	
	:Statute:Project:Project Width i	n
Section	: Miles : Width : 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 : 2 50 : 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	
dams Creek - Core Creek Land Cut	: 6.3 : 90 : 12.0	
and 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 Statuthrie Point to Swansboro	: 5.7 : 90 : 12.0	
wansboro to Bear Creek	: 6.0 : 90 : 10.5	
Sear Creek to New River	: 10.9 : 90 : 11.0	
lew River to Dixon Point	[1] [1] [1] [2] [2] [3] [3] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4	
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Dixon Point to Virginia Creek	10 mg (10	
Virginia Creek to Old Point		
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Vrights ville Causeway to Everett Creek	: 7.8 : 90 : 12.0	



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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	0	90	0	10.7
Lockwoods Folly River to Shallotte					:	
River	:	8.9	0	90	:	10.7
Shallotte River to Seaside	:	6.8	0	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).

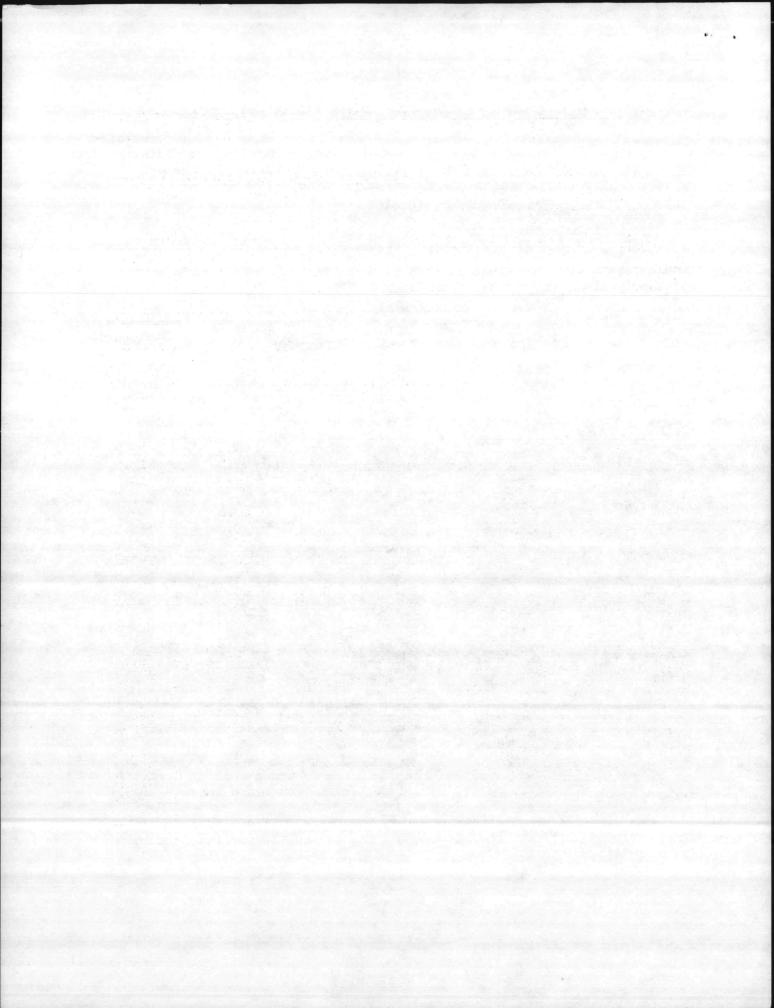
Pamlico River to Neuse River (16 Miles). Project depth of 12 feet is available along the channel centerline (examined June 1957).

Neuse River to Morehead City (21 Miles). There is a controlling depth of 12.0 feet at m.1.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.1.w. along the channel centerline (examined March 1959).

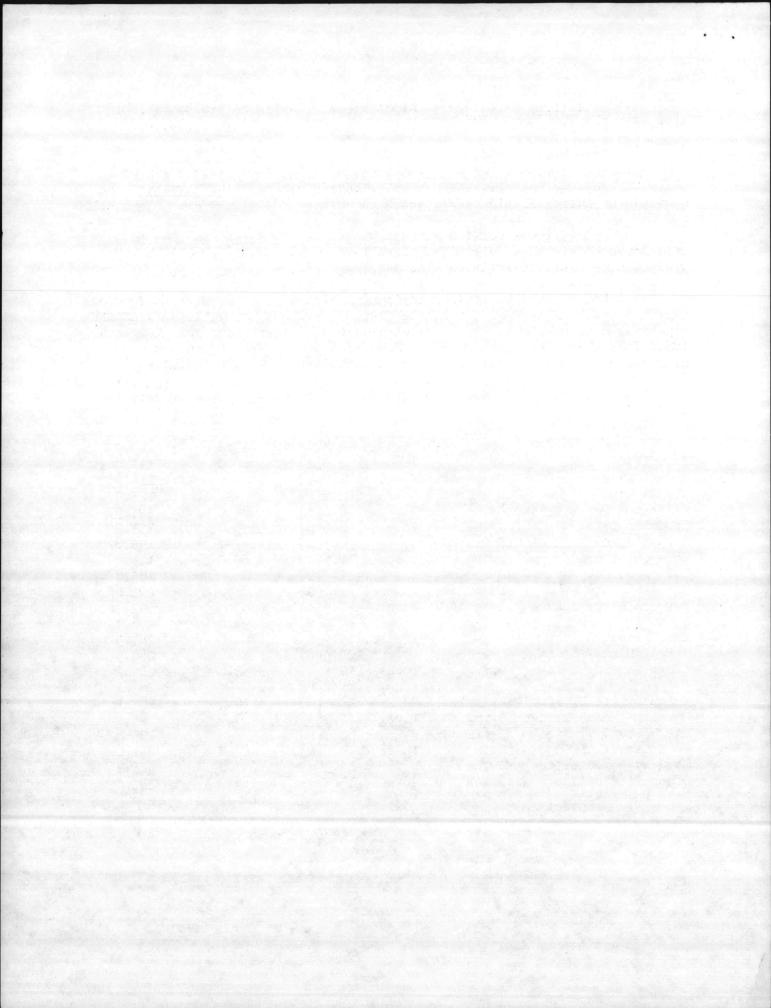


Wrightsville Causeway to Cape Fear River (16 Miles). There is a controlling depth of 10.7 feet at m.l.w. along the channel centerline (examined March 1959).

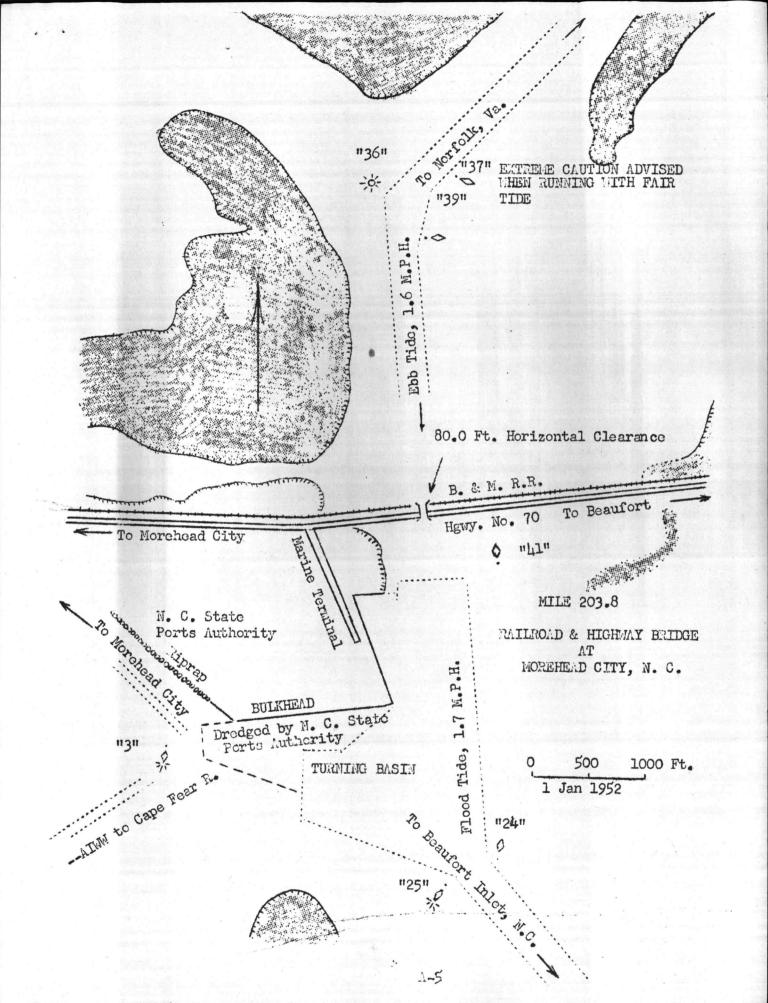
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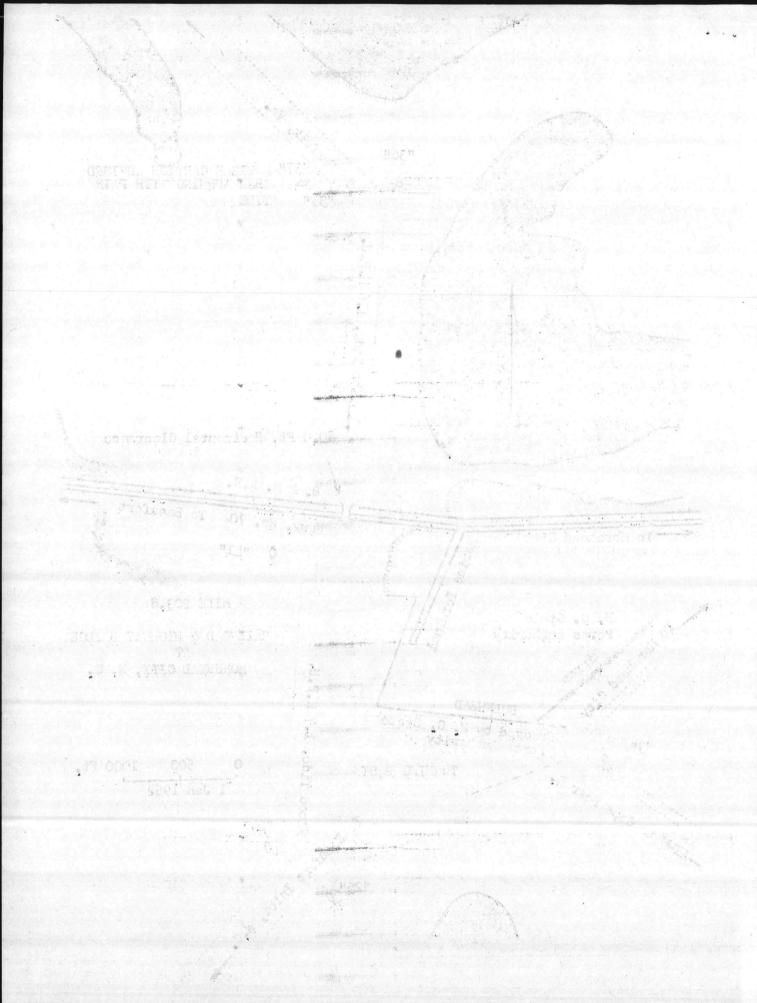
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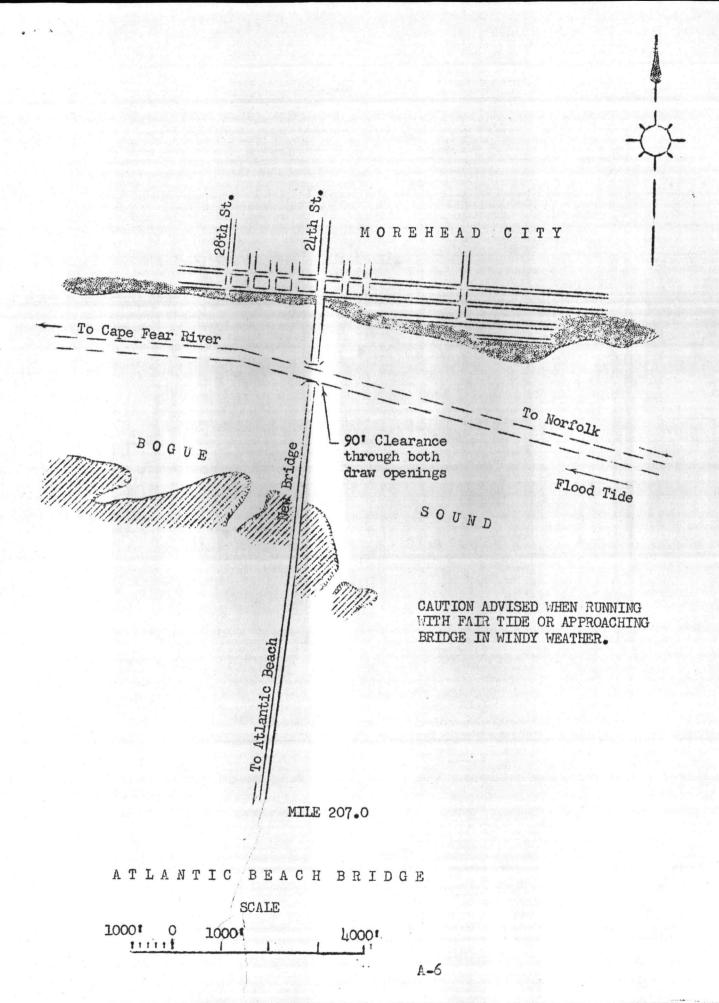
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Fairfield Bridge	:Swing :	Power	: 7.0(a)	: 80.0	: 113.8
R.E.A. Wire	:Overhead:	-	:101.0(ъ)	:	: 114.0
R.E.A. Wire	:Overhead:	-	:102.5(b)	:	: 125.9
Vilkerson Creek Bridg	e:Swing :	Power	: 8.0(a)	: 80.0	: 125.9
Hobucken Bridge	:Swing :	Power	: 6.0(a)	: 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
8&M RR Bridge	:Bascule :	Power		: 80.0(d)	: 203.8
Newport River Bridge	:Bascule :	Power		: 80.0	: 203.8
tlantic Beach Bridge		Power		: 90.0	: 206.7
Hurst Beach Bridge	:Swing :	Power		: 80.0	: 241.5
R.E.A. Wire	:Overhead:		:105.0(b)	:	: 260.9
Sears Landing Bridge	:Swing :		: 12.5	: 92.0	: 260.9
C.P. & L. Co., Wire	:Overhead:		: 85.2(b)	:	: 283.1
rightsville Bridge	:Bascule :	Power		: 90.0	: 283.1
Carolina Beach Bridge		Power		: 80.0	: 295.6
C.P. & L. Co., Wire	:Overhead:		: 85.5(b)	:	: 295.6
ort Caswell Bridge	:Swing :	Power		: 80.0	: 311.8
Moldens Beach Bridge	:Swing :	Power		: 87.0	: 323.7
Ocean Isle Bridge	:Swing :		: 13.5	: 80.0	: 333.6
Bald Beach Bridge	:Pontoon :	Power	-	:126.5	: 338.0
			0		:



- A-3 Conditions at Bridges. Alphabetical listing refers to table in paragraph $\overline{A-2}$.
 - (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.



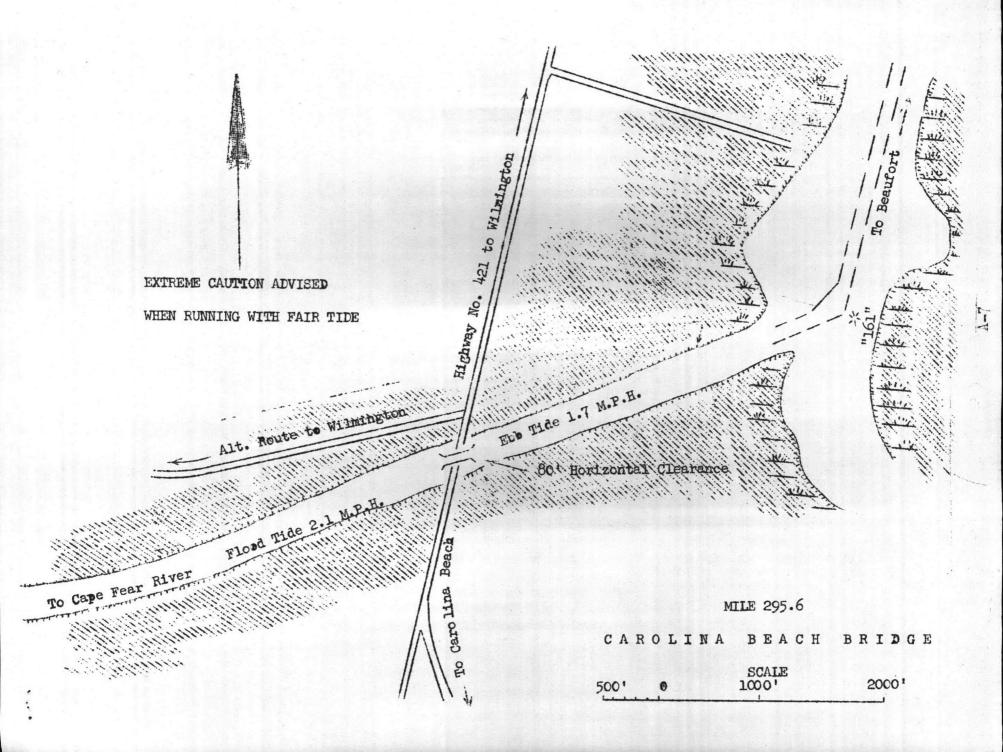


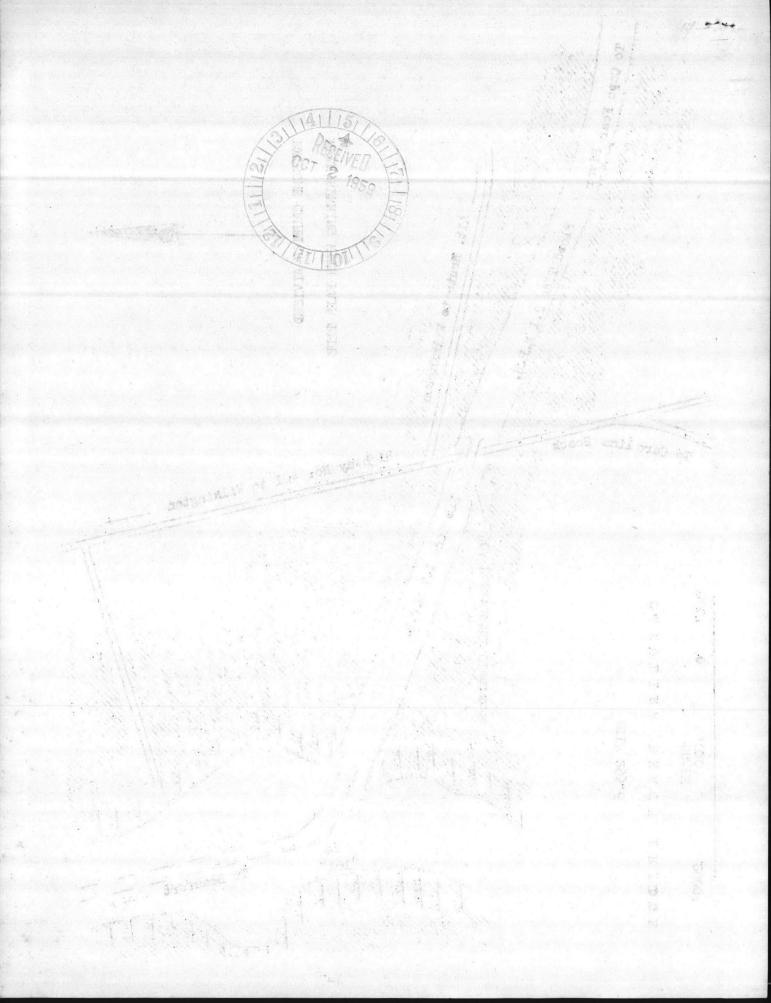


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U. S. ARMY ENGINEER DISTRICT, WILMINGTON
CORPS OF ENGINEERS
308 CUSTOMHOUSE
WILMINGTON, NORTH CAROLINA

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.)

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1 October 1950

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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 Intracoastal 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 Custom-house, 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.

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Pursuant to the Statutory Directive, the persuary of the Army (Stoccasor to the Septenty of War) has presentived regulations with respect to the speed of vessels operating in the waterysy and the use of the veteracy of the speed of the regulations and the use of the veteracy of new or the contraction of the use of the latter of the second of the seco

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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."

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B-1.	Intracoastal Waterway and Tributary Channels.	B-10.	Similar information available from other districts.
B-2.	Tides, velocities and datum plane.		Map.
B-3.	Aids to Navigation.		Appendices
	Anchorages and wharves.	A-1.	Controlling dimensions of channel.
B-5.	Exposure. Communications.		Bridges, ferries and other struc- tures crossing the waterway.
B-7.	Supplies.	A-3.	Conditions at bridges.
B-8.	Publications.		Sketches of bridges.
	Table of distances.		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.

local authorities may establish and enforce such speed limits as may be required to reasonably protect property from denores. Signals for opening a drawbridge are incee required by the Establic Sules and Regulations to Covern the Openation of the Orawbridges crossing all Navigable Waterways of the United States Discharging their Waters into the Atlantic Ocean South of and including Obesspaces Bay."

INDEX TO PARAGRAPHS

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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 Familico 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. <u>Supplies</u>. 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 Cara Greek, the datum plane to which all depths are referred in the same as that scopied by the United Siates Coast and Geodetic Curvey for Almerative and Familton Sounds and their estuaries, being coeshelf toot below the plane of mean low water. From Core Greek Biddge to Little Hiver the datum plane is that of mean low water in the ocean except that portion between Couthnort and Davis Greek where the datum plane is 0. a foot above mean low water the datum plane is 0. a foot above mean low water in the ocean.

B-9. Aids to Neviration of the marking of the waterway in this District ander the jurksdiction of the Coimander of the Fifth Cost Cuard District, F. O. Bor 540, Worfolk, Virginia. All aids are shown on the charts of the U. S. Cost and Geodetic Survey listed in paragraph B-8 below, and are described in "Aids to Navigation Intracostal Waterway," published by the U. S. Coust Guard. It may be obtained from the Superintendent of Documents, Government Frinting Office, Vashington, D. C., or from the Bistrict Coast Guard Office, at 35 cents per copy.

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H-7. Supplies, Foel, supplies, repair lacilities, and guest rooms are available at all points listed in the preceding paragraph. The larger towns have more extensive facilities for machine and bost rebairs. Beautoft, Morehead City, and Wilmington have hotel accommodations.

B-8. <u>Publications</u>. 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:

	Statute Miles
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

P-S. 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) Wilston, and on charts of the Atlantic Intraceased Naterway (Inside Route) which can be obtained from the U. S. Coast and Geodetic Survey, Washington, D. C., and from the following egencies:

hidrabeth City, N. C. - P. W. Helish Do.

Morehead City, W. C. - Dec Gee's Shop 105 Buith Stb Street

Wilstryton, N. C. - O. E. Dukent 2 South Vater Str

Charloster, S. C. - Captain Chester H. Taylor Neutlan 2 Supply & Instruct Co. 163 East Bay Street

The Court Filot is priced at \$1.50 and the charts at 90 cents each.

6-9. Table of Distancias.

a. Distances in statute miles messured slong the channel from the foot of west Main Street, Worlolk, Virginia, to little River, South Caroline, are as follower

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	Va., W. C. State line (Northern limit of
34.0	(ilaington Dist.)
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£3	Jarvisburg, W. C.
1.77	Mouth of Worth Elver (Bell Rucy)
79.9	forth of Alligator River (Sell Bucy)
£.58	Powth of Little Alligator River
10770	last end of Lend Cut
113.8	
	Entwards to Fairfield Canal
126.7	dest and to Land Out
135.5	Juranta Point Beacon
138.0	Belliaven
3.34	Jagli Jarof obev
151.1	Mouth of Good Orest
157.2	Hobotoken Bridge
260.9	Mouth of Galo Grack
1.06.0	Mouth of Lay divide
171.8	Neuse River Light
183.2	friend)
184.9	Fouth of Aduna Creek
195.8	Core Creek Brings
M*XX*	

Statute	Miles	(Cont'd)
Dogoube	THILES	(contra)

		/ 00.	
Beaufort via Gallants Channel	g	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.

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

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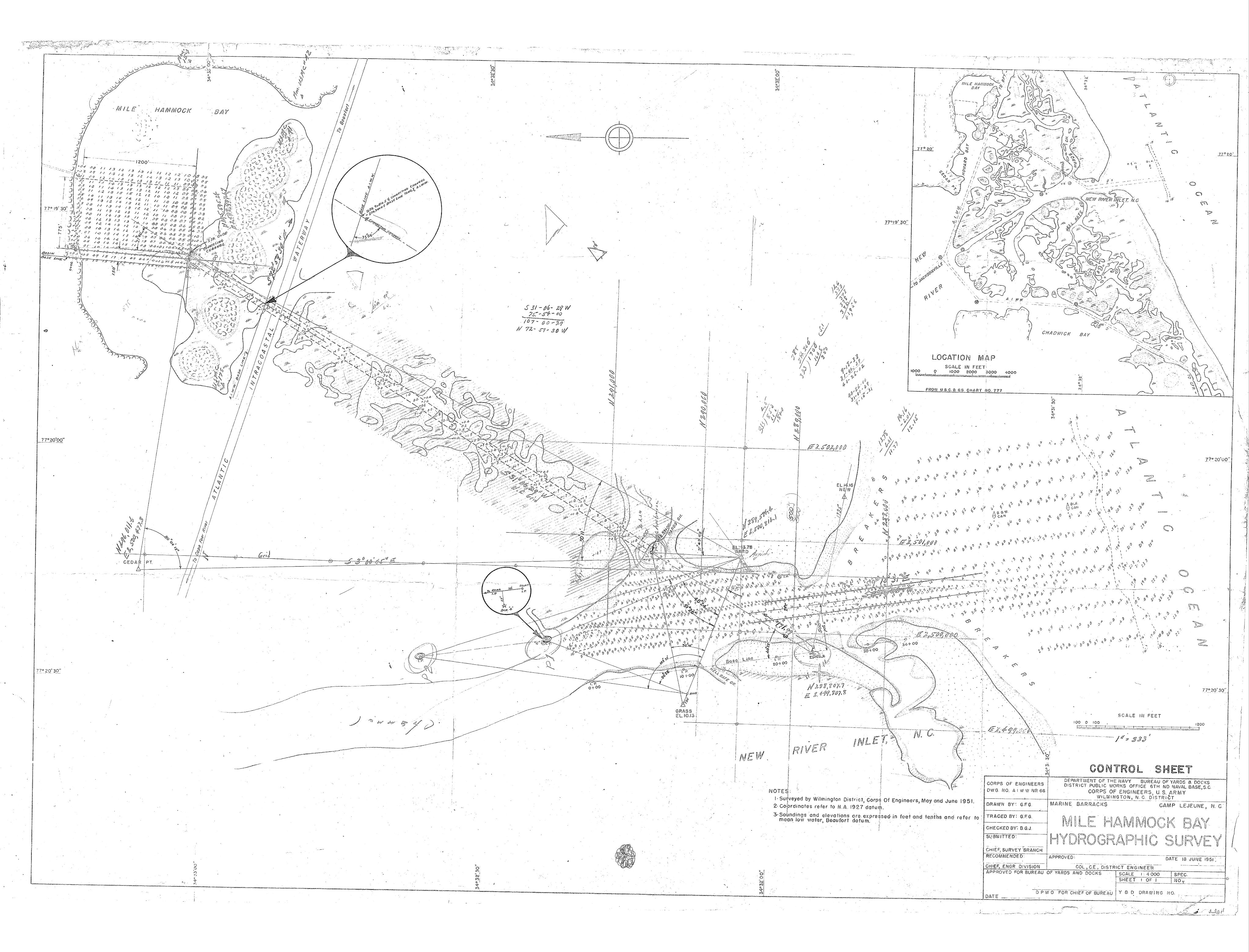
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H. F. DAVIDON Colorel, Corps of Englisors District Former

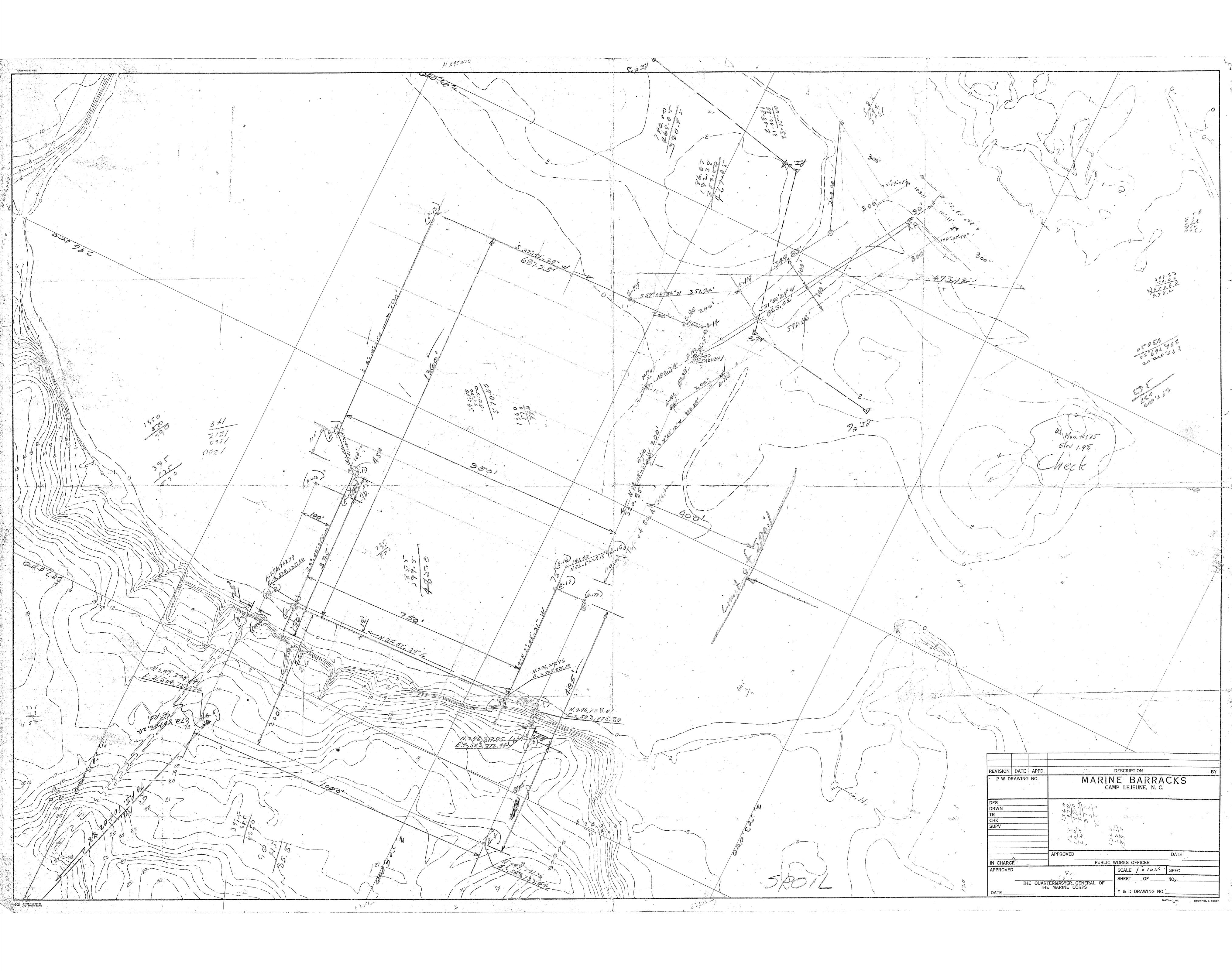
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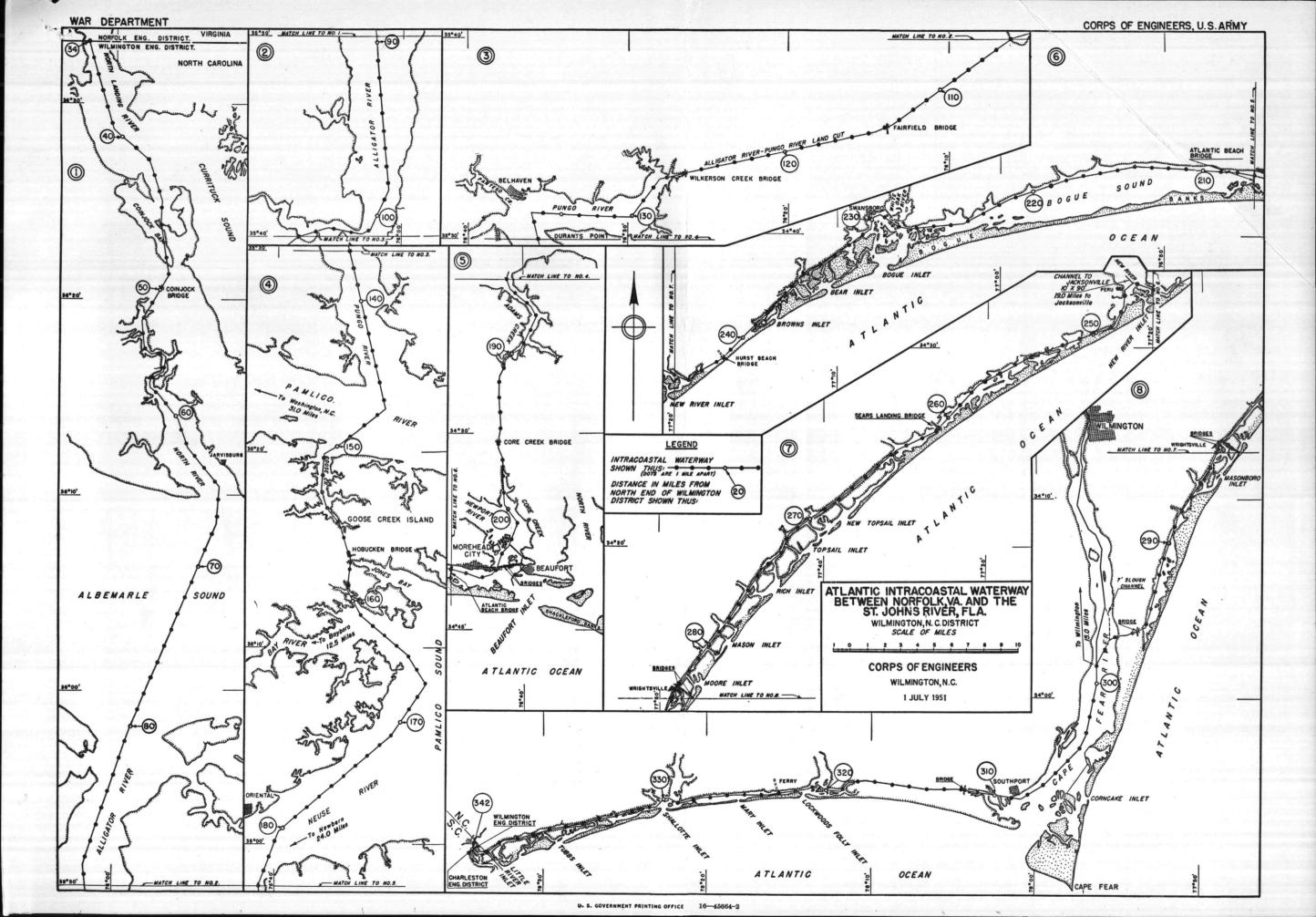
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