

# 8064

Diag. Cht. No. 78-4

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Air Photographic (Shoreline)

Field No. \_\_\_\_\_ Office No. T-8064

### LOCALITY

State Virginia

General locality Nansemond River

Locality Middle Part

194 1-'44

### CHIEF OF PARTY

D.E. Sturmer, Chief of Party

F.L. Peacock, Balto. Photo. Office

### LIBRARY & ARCHIVES

DATE February 15, 1950

B-1870-1 (1)

# 8064

## DATA RECORD

T- 8064

Quadrangle (II): Smithfield, Va.  
(U.S.G.S.) 7½ minute)

Project No. (II): CS-283

Field Office:  
Air Photographic Party No.2

Chief of Party: *D. E. Sturmer*  
~~Fred. L. Peacock~~

Compilation Office:  
Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):

March 26, 1942-July 15, 1942  
Sept. 30, 1942-Nov. 14, 1942-Nov. 24, 1942

Div. of Photogrammetry,  
Copy filed in ~~Descriptive~~ Office Files.  
~~Report No. T-~~ (VI)

Completed survey received in office: 10-7-44

Reported to Nautical Chart Section: 10-14-44

Reviewed: 9-21-48 Applied to chart No. 529 Date: 8-8-46

Redrafting Completed:

Registered: 2-6-50

Published:

Compilation Scale: 1:10,260

Published Scale:

Scale Factor (III): .97466

Geographic Datum (III): N.A.1927

Datum Plane (III): ~~Mean Sea Level~~  
MHW

Reference Station (III): SLEEPY 1934

Lat.: 36° 50' 20.503" 632.0m Long.: 76° 31' 57.955" 1436.0m  
Adjusted  
~~Unadjusted~~

State Plane Coordinates (VI): Va. South

X = 2,575,670.37 FT.

Y = 190,111.73 FT.

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	Eastern Standard <u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
7724 to 7727	11/26/41	10:28 a.m.	1:10,000	At Mean Low-Water
7729	11/26/41	10:28 a.m.	1:10,000	At Mean Low-Water
7714	11/26/41	10:09 a.m.	1:10,000	At Mean Low-Water
7716 to 7717	11/26/41	10:15 a.m.	1:10,000	At Mean Low-Water

Tide from (III): Predicted tables, Reference station-Hampton Roads, Va.  
with corrections for Hollidays Pt. (bridge) Nansemond River, Va.  
Mean Range: 3.2 ft. Spring Range: 3.8 ft.

Camera: (Kind or source) U.S.C.&G.S. nine lens camera (focal length  $8\frac{1}{4}$ " )  
All negatives are on file in the Washington Office

Field Inspection by: Lieut. Dale E. Sturmer date: 1/17 to 4/11/44

Field Edit by: None date:

Date of Mean High-Water Line Location (III): Date of photographs supplemented  
by field inspection data obtained in Feb. & Mar. 1944. Season's Field Inspec-  
tion Reports previously submitted

Projection and Grids ruled by (III) J.T. (Washington Office) date: 8/9/44

" " " checked by: J.T. " " date: 8/10/44

Control plotted by: Ruth E. Rudolph date: 8/14/44 to 8/15/44

Control checked by: Harold R. Brooks date: 8/15/44

Radial Plot by: J.E. Deal & E. H. Snyder date: 8/21/44 to 8/24/44

Detailed by: John P. Kubasco date: 9/1/44 to 9/28/44

Reviewed in compilation office by: Harold R. Brooks date: 9/28/44 to 10/2/44

Elevations on Field Edit Sheet checked by: None date:

STATISTICS (III)

Land Area (Sq. Statute Miles): Shoreline only

Shoreline (More than 200 meters to opposite shore): 13.0 statute miles

Shoreline (Less than 200 meters to opposite shore):  $8\frac{1}{2}$  statute miles  
(measured along approx. center line of streams)

Number of Recoverable Topographic Stations established: NQ 7

Number of Temporary Hydrographic Stations located by radial plot: X 5

Leveling (to control contours) - miles:

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

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

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

Remarks:

SUMMARY to ACCOMPANY T~~8064~~<sup>8064</sup>

T~~8064~~<sup>8064</sup>, Scale 1:~~10000~~<sup>10000</sup>, is one of 40 shoreline surveys in Project CS-283 along the James River, Virginia.

Project CS-283 was originally planned as a planimetric mapping project but was limited to shoreline surveys only after War Mapping Project CS-289, covering practically all the James River, was undertaken.

Topographic Quadrangle, T~~8294~~<sup>8294</sup> (Project CS-289) completely covers T~~8064~~<sup>8064</sup>. The former was compiled in 1944 from 1:20,000 scale photographs taken in 1942, in contrast with T~~8064~~<sup>8064</sup>, compiled in ~~1942-5~~<sup>1944</sup> from 1:10,000 scale photographs taken in 1941.

### Field Inspection

Field inspection data for the area of T 8064 are contained in the "Report on Field Inspection of Air Photographs, James River, Virginia", season - winter 1944 by Dale E. Sturmer. Filed in Div. of Phtgy, General Files.

This Map Drawing includes the shoreline and adjacent planimetry of that part of the Nansemond River and its tributaries, falling between Stockley Point Landing and Wilkerson Landing.

26. CONTROL:

The following horizontal control stations fall within the limits of this Map Drawing, namely:

United States Coast and Geodetic Survey First Order Triangulation Station,

- SLEEPY HOLE TANK, 1932, r 1944

United States Coast and Geodetic Survey Second Order Triangulation Stations,

- GLEBE, 1934, r 1944
- GODWIN, 1934, r 1944
- KINGS, 1934, r 1944
- LOBO, 1934, r 1944
- NENITA, 1934, r 1944
- NEW, 1934, r 1944
- ODOM, 1934, r 1944
- PHILLIPS, 1934, r 1944
- SLEEPY, 1934, r 1944
- SHACKLEY, 1934, r 1944
- STOCKLEY, 1934, r 1944
- TROT, 1934, r 1944
- WATER, 1934, r 1944
- NAN (U.S.E.) 1934, r 1944
- NAI (U.S.E.) 1934, r 1944
- NAU (U.S.E.) 1934, r 1944
- NAX (U.S.E.) 1934, r 1944
- Thompson, 1934

United States Coast and Geodetic Survey Triangulation Intersection Station,

- GLEBE SHOAL BEACON, 1934, r 1944

United States Geological Survey Temporary Traverse Stations. All were established in 1917-1918 and recovered in 1944,

Junction of T-road southwest with Exchange Road

T road south with woods

T road east

T road north

T road southeast, Nansemond River north

Junction of Exchange and Suffolk Road

T road west opposite 2 mail boxes

Center of road opposite negro church

Junction of T road to Reids Ferry

Center of road opposite drive to Menton farmhouse

26. CONTROL:(Continued)

The following horizontal control stations fall just outside the limits of this Map Drawing, namely:

United States Coast and Geodetic Survey Second Order  
Triangulation Stations,

BRADFORD, 1943, r 1944 (F.I.P. BRAD)

SACK, 1934, r. 1944 (F.I.P. SAC)

United States Coast and Geodetic Survey intersection stations:

BRADFORD HOUSE CUPOLA, 1934, r 1944

NANSEMOND RIVER BRIDGE E. TOWER, 1934, r 1944

NIX'S CLUB HOUSE, 1934, r 1944

United States Geological Survey Traverse Stations. All were established in 1917-1918 and recovered in 1944

Northeast corner of Whitehead Church property

Gate at crossing of road and Nansemond and Isle of  
Wight County line.

T road north

Junction of T road

Point of switch at west end of siding

Bridge AD 9.9, at east end of, on north rail

Signpost reading "Railroad crossing 1 mile"

Second class road crossing

Intersection of north rail of Southern Railway and  
east rail of Atlantic Coast Line R.R. at "Atlantic  
Coast Line crossing", a road crossing is 1000 feet  
east along track.

The United States Geological Survey traverse stations mentioned above, both inside and outside the limits of this Map Drawing, could not be used for horizontal control along with the United States Coast & Geodetic Survey horizontal control stations. This condition was thoroughly discussed in the descriptive report for the combined radial plot of Surveys No. T-8053, T-8054, T-8063, T-8064, T-8065 and T-8066. All the other horizontal control stations listed above were used to establish photograph centers, secondary control points and detail

Sec Review Report  
Filed in Div.  
of Photogrammetry  
General Files

26. CONTROL: (Continued)

points for the Map Drawing.

27. RADIAL PLOT:

The radial plot for this Map Drawing is a part of the combined radial plot for Surveys Nos. T-8053, T-8054, T-8063, T-8064, T-8065, and T-8066, the descriptive report for which was submitted to the Washington Office on September 15, 1944.

28. DETAILING:

The number of nine lens photographs covering the area of this survey were sufficient to adequately compile that portion of the shoreline and adjacent planimetry of the Nansemond River falling within the limits of this Map Drawing. A small portion of Western Branch of the Nansemond River beyond the limits of small boat navigation could not be detailed due to insufficient photographs. The small area of Chuckatuck Creek, shown on this Map Drawing, is above the limits of small boat navigation. It was detailed from points established by radial line intersection, obtained from two photographs only.

The average scale of the 1:10,000 photographs was in good agreement with the scale of the Map Drawing projection.

The stereoscope was used to verify the shoreline field inspection data furnished the Compilation Office by the Field Inspection Unit. These data was transferred to the office photographs and then detailed on the Map Drawing. In general, the Field Inspection data were satisfactory.

The shoreline and immediate adjacent culture of that portion of the Nansemond River and its tributaries falling within the limits of this Map Drawing has been detailed in accordance with the Director's letters dated March 26, 1942, July 15, 1942, and September 30, 1942 pertaining to Project C.S.283.

The shoreline and adjacent planimetry of that portion of Chuckatuck Creek and most of the portion of the Western Branch of the Nansemond River falling within the limits of this Map Drawing have been detailed, but because of insufficient photographs the accuracy of the compilation in these areas may not be within the allowable error. *Three topographic stations changed to photo-hydro stations in this area. See Review Report.*

All drainage within the limits of this Map Drawing, flowing into the Nansemond River and its tributaries, has been detailed. Drainage not identified by the Field Inspection Unit has been shown with a light weight dashed acid ink line.

Roads were not classified by the Field Inspection Unit and have been shown according to the Compiler's interpretation from the nine lens photographs.



28. DETAILING (Continued)

Trees areas, not classified by the Field Inspection Unit, were also interpreted by the Compiler from the nine lens photographs.

These areas have been detailed and shown with the conventional symbols.

Buildings immediately adjacent to the shoreline and those which were believed to be located at a sufficient elevation as to be visible from the water have been detailed.

Sextant fix locations were furnished the Compilation Office by the Field Inspection Unit on a new Navy pier which has been built over the old piling at approximate latitude  $36^{\circ} 49'$  and longitude  $76^{\circ} 33'$ . These were used in the plotting of this pier on the Map Drawing.

The Field Inspection Unit indicated a number of areas containing fish traps or old piling. Some of these areas could not be seen on the nine lens office photographs and their approximate locations, as indicated on the Field Inspection photograph, have been shown on the Map Drawing, outlined by a dotted black acid ink line. An appropriate note accompanied each location. Those that could be seen, on the photographs, were detailed and shown with the conventional symbol accompanied by a pertinent note.

A number of Marl Pits appear on the Map Drawing. All but 3 of these are believed to be filled with water and are abandoned.

29. SUPPLEMENTAL DATA:

An ozalid of the Map Manuscript for Survey No. T-8294, Project CS-289, scale 1:20,000, was furnished the Compilation Office.

30. MEAN HIGH-WATER LINE:

The conventional full heavy-weight black acid ink lines have been used to differentiate between the Mean High-Water Line and the outer limits of marsh bordering the Mean High-Water Line respectively. The light-weight line is an indication of the outer limits of low wet land at Mean High-Water and is not considered the Mean High-Water Line.

31. LOW WATER AND SHOAL LINES:

No Mean Low-Water Line has been shown on this Map Drawing, and none was indicated by the field inspection data, or was visible on the photographs.

Several mud areas, identified by the Field Inspection Unit are outlined on the Map Drawing with a light-weight dotted black acid ink line

The mud areas were identified by the field inspector as shallow areas with mud bottom. The dotted line enclosing these areas was changed to a dashed line and the areas labelled "Shallow"

31 LOW WATER AND SHOAL LINES (Continued)

with the word "Mud" lettered inside the area. A <sup>shallow</sup> shoal area near Hollidays Point was identified on the field photographs and has been shown on the Map Drawing with a light weight dashed line. Other approximate <sup>shoal</sup> shoal <sup>shallow</sup> areas have been delineated from office examination of the photographs and are also shown with a light-weight dashed black acid ink line.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Piling areas, trees in the water, stakes, logs and fish traps, were identified by the Field Inspection Unit, and are detailed on this Map Drawing accompanied by appropriate notations.

Three wrecks, identified on field photograph No. 7725 at approximate latitude  $36^{\circ} 50' 15''$ , longitude  $76^{\circ} 33' 15''$ , have been shown on the Map Drawing. The extents to which they bare were not indicated by the Field Inspection Unit.

A pipe line extending across the Nansemond River, in the vicinity of the new Navy pier, has been detailed. The portion of this pipe line which is above water has been shown with a full black acid ink line and the part below water has been shown with a dotted black acid ink line.

33. WHARVES AND OTHER SHORELINE STRUCTURES:

Piers, remains of piers, boatsheds, and retaining walls, were identified by the Field Inspection Unit and are detailed and properly noted on this Map Drawing. No other shoreline structures were visible on the photographs.

34. LANDMARKS AND AIDS TO NAVIGATION

No objects were recommended for charting as landmarks in the area of this Map Drawing.

There are three fixed aids to navigation falling within the limits of this Map Drawing. They are:

FERRY POINT WHARF BEACON	Fl. R. 5 sec.	} <del>Chart Letter 499, 1944</del> Chart Letter 917 (49) Copy enclosed.
SLEEPY HOLE POINT BEACON	Fl. W. 5 sec.	
(GLEBE SHOAL BEACON)	Fl. R. 5 sec.	

△ name for Ferguson's Wharf Light.

The first two mentioned were identified on the 1:10,000 field photographs by the Field Inspection Unit and radially plotted at the Compilation Office. The radially plotted position of each of the two fixed aids to navigation is in good agreement with its respective position as shown on Chart No. 529. The other fixed aid is also a triangulation intersection station, and its geographic position was held during the running of the radial plot.

Ferry Point Wharf Beacon and Sleepy Hole Point Beacon were plotted

529

34. LANDMARKS AND AIDS TO NAVIGATION: (Continued)

on the War Mapping Manuscript for Survey No. T-8294, using sextant fix locations furnished by the War Mapping Field Party. A comparison between the scaling of the radially plotted position as shown on the Map Drawing and the scaling of the sextant fix location as shown on the map manuscript shows a disagreement. The beacons were well identified on the 1:10,000 photographs and it is believed the radial plotted positions shown on the map drawing are more correct. Form 567 is being submitted for these fixed aids to navigation.

35. HYDROGRAPHIC CONTROL:

The Compilation Office was furnished the identification of 10 recoverable topographic stations and two temporary hydrographic stations. These were identified on the 1:10,000 field photographs by numbers, and their descriptions listed in a field book (form 274) by corresponding numbers. These stations were transferred to the office photographs and radially plotted on the Map Drawing. The number and description of each station has been noted near the station to which they refer, directly on the Map Drawing.

Form 524 is being submitted for the 10 recoverable topographic stations. They are:

- ✓ FERRY POINT WHARF <sup>Light</sup> BEACON, 1944
  - ✓ "LIN", 1943
  - ✓ "PIER", 1943
  - ✓ "PLANT", 1934
  - South Gable, ~~Two Story White House~~, 1944
  - South Gable, ~~Yellow L Shaped House~~, 1944
  - South Gable, ~~Two Story Yellow House~~, 1944
  - ✓ South Gable, ~~Unpainted Boat Shed~~, 1943
  - ✓ Sleepy Hole Point <sup>Light</sup> Beacon, 1944
  - ✓ Tidal B.M. No. 4, 1934
- } See Review Report

Stations LIN AND PIER were also radially plotted and Forms 524 submitted for each during the compilation of War Mapping Map Manuscript for Survey No. T-8294. A comparison between the scaling from the Map Manuscript and the scaling from the Map Drawing reveals a slight disagreement. Due to good identification on the 1:10,000 photographs it is believed that the radial plotted positions, shown on the Map Drawing are more correct than those shown on the Map Manuscript.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

The Compilation Office has not been furnished any data for landing fields or aeronautical aids within the limits of this Map Drawing.

A landing field, namely: Monogram Bombing Field, is visible on the nine lens photographs and has been detailed on the Map Drawing. A note

36. LANDING FIELDS AND AERONAUTICAL AIDS:

calling attention to this field being a restricted area has been shown on the Map Drawing. *This area no longer restricted. Note removed.*

37. JUNCTIONS:

To the north - the junction with Map Drawing, No. T-8063 is in satisfactory agreement.

To the south - the junction with Map Drawing No. T-8065 is in satisfactory agreement.

To the east - the junction with Map Drawing T-8053 is in satisfactory agreement.

To the west - no contemporary survey

38. GEOGRAPHIC NAMES: *Approved list of Geographic Names filed in Geographic Names Section.*

As instructed, no Geographic Names Investigation was furnished the Compilation Office by the Field Inspection Unit. The geographic names shown on this Map Drawing were taken from the following available sources:

United States Geological Survey Smithfield, Va. 15 minute quadrangle  
Map Manuscript for Survey No. T-8294, Project CS 289

All names were undisputed and a list is attached to this descriptive report.

39. HORIZONTAL ACCURACY:

The probable error in the relative position of detail points, the Mean High-Water Line, and well defined objects, is believed to be within the limits of satisfactory accuracy for all details of Mansemond River and immediate adjacent areas. Due to insufficient photographs covering Western Branch, Chuckatuck Creek and immediate adjacent areas, the planimetry shown on this Map Drawing in these areas may not be within the allowable error.

40. RECOMMENDATIONS FOR FUTURE SURVEYS:

This rough draft, shoreline-Survey for Map Drawing No. T-8065 is believed to be complete in all details for charting and no other surveys are deemed necessary.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLE

Due to scale difference a visual comparison only could conveniently be made with the United States Geological Survey Smithfield, Virginia

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:(Continued)

15 minute quadrangle, scale 1:62,500 edition of 1921 reprinted 1941. A number of ponds and Marl Pits filled with water are shown on the Map Drawing which do not appear on the United States Geological Survey 15 minute quadrangle. All other common planimetric features appear to be in good agreement

Comparison was also made with Map Manuscript for Survey No. T-8294 Project No. CS No. 289, 1:20,000. Due to the 1:20,000 photographs being at approximately Mean High-Water, some outer limits of marsh areas are shown on the Map Manuscript as being further inshore than those areas shown on the Map Drawing which were detailed from 1:10,000 photographs at Mean Low-Water. It is also possible that some grass and water areas are included in the marsh areas shown on the Map Drawing. The 1:10,000 photographs were taken in December 1941 and the 1:20,000 photographs were taken a year later in November and December 1942. Some natural changes in the outer limits of marsh could occur within the course of that year. All other common planimetric details were in good agreement.

45. COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with nautical chart No. 529, Scale 1:40,000 issued March 6, 1944.

Common planimetric features were in good agreement.

Respectfully submitted  
September 30, 1944

John P. Kubasco  
John P. Kubasco  
Photogrammetric Aid

Compilation and descriptive  
Report Reviewed by:

Harold R. Brooks  
Harold R. Brooks  
Senior Engineering Aid

Compilation of Map Drawing  
Supervised by:

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

Approved and Forwarded  
October 6, 1944

Fred. L. Peacock  
Fred. L. Peacock  
Chief of Party, C & G Survey  
Officer in Charge  
Baltimore Photogrammetric Office



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

T-8294

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

STRIKE OUT ONE

Washington Office

November 8, 1949

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

The positions given have been checked after listing by C. Theurer

S. V Griffith Chief of Party.

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION			DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE	LONGITUDE								
				D. M. METERS	°	'							
T-8064	Virginia - James River	Fernsons Wharf Light (1933)		36 49	1261.2	76 33	MA	Triang. 08-189	1934				529
		Sleepy Hole Pt. Lt. (1935)		36 50	1119.8	76 31	"	Photo T-8064	1944				"
		Ferry Pt Wharf Lt (1935)		36 51	755.8	76 31	"	Photo T-8064	1944				"
Note: Charted Landmark "TAK" not recommended for retention or deletion on T-8294 or T-8064													

Chart Letter 917 (49)



## Descriptions of Hydrographic Stations

T-8064

- 91 - Edge of mud bank at point between forks of Chuckatuk Creek and W. of marl pit.
- 92 - S.W. corner of log dock on E. side of white house with red roof on hill behind dock.
- 92 A - S. gable of a two-story white house with a red asphalt shingle roof, porch on S. side. Located on the N.E. bank of Western Branch, at the edge of the marsh area.
- 92 B - S.E. gable of a yellow L-shaped house with a red roof, located on the N.E. shore of Western Branch about 100 miles from the marsh line.
- 92 C - S. gable of a two-story, L-shaped, yellow house, trimmed in white, located on the E. bank of Western Branch, N. of U-shaped bend.

GEOGRAPHIC NAMES

Undisputed

- ✓ ✓ • Cartwright Wharf
- ✓ ✓ • Campbell Creek
- ✓ ✓ • Cedar Creek
- ✓ ✓ • Chuckatuck Creek. • chuckatuck (Town)
- ✓ ✓ • Ferry Point
- ✓ ✓ • Ferry Point Wharf
- ✓ ✓ • Glebe Point
- ✓ ✓ • Godwin's Wharf
- ✓ ✓ • Hollidays Point\*
- ✓ ✓ • Janes Swamp
- ✓ ✓ • Kings Highway
- ✓ ✓ • Kings Highway ~~Toll~~ Bridge (Toll)
- ✓ ✓ • Monogram Bombing Field
- ✓ ✓ • Nansemond River
- ✓ ✓ • Newmans Point
- ✓ ✓ • Olds Cove
- ✓ ✓ • Paxton Point
- ✓ ✓ • Pembroke Creek
- ✓ ✓ • Phillips Landing
- ✓ ✓ • Shackley Island
- ✓ ✓ • Sleepy Hole Point
- ✓ ✓ • Stockley Landing
- ✓ ✓ • Trotman Wharf
- ✓ ✓ • Wilkerson Landing
- ✓ ✓ • Wills Cove
- ✓ ✓ • Wills Island
- ✓ ✓ • Wilroy Cove
- ✓ ✓ • Wilroy Landing
- ✓ ✓ • ~~Nansemond River~~ • MILNERS NECK
- ✓ ✓ • SLEEPY HOLE (Town)
- ✓ ✓ • Western Branch.
- ✓ ✓ • Oyster House Creek
- ✓ ✓ • Virginia\* (in title)
- ✓ ✓ • Sleepy Hole Pt.
- ✓ ✓ • State Route 192
- ✓ ✓ • Crittenden Hwy.
- ✓ ✓ • Milners Neck

x: Decis. of BGN

• = Approved name.

9-17-48.

A. J. W.

Division of Photogrammetry

Review Report of

Shoreline Map Manuscript T-8064

Subject numbers not covered in this report have been adequately covered in other parts of the descriptive report.

26 - Control

The plotted positions of the U.S.G.S. temporary traverse stations were removed from the map manuscript. They are of less than third order accuracy and their positions did not check with their radially plotted positions.

34 - Landmarks and Aids to Navigation

A copy of Chart Letter 499, 1944 was prepared and made a part of the descriptive report.

37 - Recoverable Topographic and Photo-Hydro Stations

The following topographic stations were changed to photo-hydro stations. They did not meet the required accuracy for topographic stations because of poor photo coverage in the area in which they are located.

S. Gable, Two Story White House  
S.E. Gable, Yellow L-Shaped House  
S. Gable, Two Story Yellow House

A list of descriptions of photo-hydro stations was prepared and made a part of the descriptive report.

40 - Geographic Names

Names were added to the map manuscript from the approved list of names submitted by the Geographic Names Section.

44 - Comparison with Existing Surveys

U.S.G.S.	Smithfield Quadrangle	1:62500	1929 Reprinted 1944
	T-1352	1:10,000	1874
	T-1598 (	"	1874
	T-3037	"	1909
	T-6421	"	1934
	T-8294	1:20,000	1944

See paragraph 44 of the Compilation Report for the comparison with T-8294. Common features on all previous surveys are superseded by the map manuscript in common areas *for nautical charting purposes.*

45 - Comparison with Nautical Charts

Chart No. 529      1:40,000      1944 Corr. 1947

Remains of piers that are on the map manuscript at Newmans Point and on the south side of Ferry Point are not shown on the chart.

A pier north of Sleepy Hole is not shown on the chart.

The map manuscript does not show the deep indentation in the shoreline at Trotmans Wharf as shown on the chart.

51 - Application to Nautical Charts

The map manuscript has been applied to the nautical chart.

Reviewed by:

Under direction of:

Charles Genser  
21 September 1948

L. V. Griffiths  
Chief, Review Section  
Div. of Photogrammetry

Approved by:

B. G. Jones 2/50  
Tech. Assistant to Chief  
Div. of Photogrammetry

H. R. Edmonstone  
Chief, Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Div. of Photogrammetry

K. J. Crosby  
Chief, Div. of Coastal Surveys