

8066

Diag. Cht. No. 78-4 (Insert)

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic (Shoreline)

Field No. \_\_\_\_\_ Office No. T-8066

LOCALITY

State Virginia

General locality Nansemond River

Locality Suffolk

1941-'44

CHIEF OF PARTY

D.E. Sturmer, Chief of Party

F.L. Peacock, Balto. Photo. Office

LIBRARY & ARCHIVES

DATE March 27, 1950

B-1870-1 (1)

8066

DATA RECORD

T- 8066

Quadrangle (II): Suffolk, Va. 15 min. (U.S.G.S.) Project No. (II): C.S. 283

Field Office:  
Air Photographic Party No. 2

Chief of Party:  
~~Fred. L. Peacock~~  
O.E. Sturmer

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

Copy filed in <sup>Division of</sup> Descriptive  
Report No. ~~T~~ (VI)  
Photogrammetry Office Files

Completed survey received in office: *Nov. 1944*

Reported to Nautical Chart Section: *Nov. 1944*

Reviewed: *30 August 1946* Applied to chart No. Date:

Redrafting Completed: *11-29-49*

Registered: *3-3-50* Published:

Compilation Scale: 1:10,260 Published Scale:

Scale Factor (III): 0.97466

Geographic Datum (III): N.A. 1927 Datum Plane (III): *High Water* Mean Sea Level

Reference Station (III): SUFFOLK, 1944

Lat.: Long.:  
36° 44' 00.833" 25.7(1823.8)m 76° 34' 41.560" 1031.2  
*(477.8)m* *67.3* ~~Adjusted~~ ~~Unadjusted~~ Field-Computation

State Plane Coordinates (VI): *Va. 30' State 5000'*

X = Y =

Military Grid Zone (VI) —



STATISTICS (III)

Land Area (Sq. Statute Miles): This Map Drawing includes shoreline and adjacent planimetric detail only.

Shoreline (More than 200 meters to opposite shore): None

Shoreline (Less than 200 meters to opposite shore): 10.5 statute miles

Number of Recoverable Topographic Stations established: 8

Number of Temporary Hydrographic Stations located by radial plot: None

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:

Field Inspection

Field inspection data for the area of T-~~---~~<sup>8066</sup> are contained in the "Report on Field Inspection of Air Photographs, James River and Tributaries, Virginia" by ~~Henry O. Fortin~~<sup>Dale E. Sturmer</sup>, dated April ~~31~~<sup>11</sup>, 1944.  
Filed in Division of Photogrammetry, General Files

26 CONTROL:

This Map Drawing includes that portion of shoreline and adjacent planimetry of the Nensemond River in the immediate vicinity of Suffolk, Va.

The following horizontal control stations fall within the limits of the Map Drawing.

U.S. COAST AND GEODETIC SURVEY SECOND ORDER TRIANGULATION STATIONS:

- - CHURCH, 1918, r. 1934
- - OBICI, 1934
- - PERRY, 1944 ( F.I.P. Per )
- - PIPE, 1934
- - SUFFOLK, 1944

U.S. COAST AND GEODETIC SURVEY INTERSECTION TRIANGULATION STATIONS:

- - SUFFOLK, NANSEMOND FIRE LOOKOUT TOWER, 1944
- - SUFFOLK, SPIRE, W. END BAPTIST CHURCH, 1944
- - SUFFOLK, W.T. COLUMBIAN PEANUT CO., 1944

U.S. COAST AND GEODETIC SURVEY PRECISE TRAVERSE STATION:

- - SHADE, 1918, r. 1919, r. 1944

U.S. GEOLOGICAL SURVEY TEMPORARY TRAVERSE STATIONS: *(not shown)*

Wooden Bridge Over Tracks

Northeast End Of Bridge A.D. 20.3 Over Swamp

Road Crossing, North Rail, A.

Road Crossing, North Rail, B.

Road Crossing, North Rail, C.

Road Crossing, North Rail, D.

Road Crossing, North Rail, E.

Road Crossing, East Rail

Road Crossing, West Rail

Suffolk, Northeast Corner Of Intersection Of Madison And Main Streets, At Stone Crosswalk.

Suffolk, In Yard Of Courthouse At S.W. Corner Of County Clerk's Office, Iron Post Stamped "Prim. Trav. Sta. No. 5P, 1918"

N. & W. R.R. Crossing Route 58

Road Crossing, Near Yard Limit Sign.

Suffolk, 5 Feet East And 15 Feet North Of Intersection Of Buck And Main Streets.

Norfolk And Western And The Atlantic Coast Line R.R. Crossing, Centerline of The N.&W., S.Or E. Bound Track

Suffolk, Junction Of Atlantic Coast Line And Southern Railroads, Centerline Of Southern Ry. And East Rail Of Atlantic Coast Line R.R.

Suffolk, Crossing Of Madison Street.

Suffolk, 1 Mile East Of, North Rail Of Southern Ry., At Overhead Crossing Of East Track of Virginian Ry.

Centerline Of S. Or E. Bound Track Of The N.&W. R.R. Opposite Milepost N-22

Suffolk Depot, 1 Mile East Of, On The N.&W. R.R. At Overhead Bridge Crossing U.S. Route 460, 20 Ft. S. Of S. Rail On E. Bound Track Directly Over Centerline Of U.S. Route 460 In S. Abutment Of The Bridge; Standard Tablet Stamped "TT29T, 1933".

Centerline Of S. Or E. Bound Track Of The N.&W. R.R. Opposite Semaphore 208.

Centerline Of Trestle Of S. Or E. Bound Track Over Jericho Ditch Which Is 46° 25' E. Magnetic Bearing.

The following horizontal control stations fall just outside the limits of the Map Drawing.

U.S. COAST AND GEODETIC SURVEY SECOND ORDER TRIANGULATION STATIONS:

BURNFITS, 1934, r. 1944 (F.I.P. Bur)  
PINNER, 1934, r. 1944 (F.I.P. Pin)

U.S. COAST AND GEODETIC SURVEY INTERSECTION TRIANGULATION STATION:

SUFFOLK RADIOMAST STATION WLPM, 1944

U.S. GEOLOGICAL SURVEY TEMPORARY TRAVERSE STATIONS:

Russell Flag Station, Road Crossing And Blind Side Track At.  
Road Crossing.

Norfolk And Western Ry. Span Bridge Over Tracks Of Virginian  
Ry.

The above horizontal control stations, including the United States Geological Survey temporary traverse stations were used during the running of the radial plot. Therefor all horizontal control stations mentioned were held with satisfactory accuracy when establishing photograph centers, secondary control points, and detail points.

27 RADIAL PLOT:

The radial plot for the Map Drawing is 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. *Filed in Division of Photogrammetry General Files.*

28 DETAILING:

The shoreline and immediate adjacent planimetric detail of the part of the Nansemond River and its tributaries shown on this Map Drawing have been detailed in accordance with the Director's Letters dated March 26, 1942; July 15, 1942; and September 30, 1942 pertaining to Project No. C.S. 283.

Positions of minor detail points and recoverable topographic stations were determined by the usual radial line method.

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

Portions of the Mean High-Water Line and Marsh Line along the Nansemond River and its tributaries which could not be definitely identified by the Field Inspection Unit were shown on the field inspection photographs with dashed, red lines for the Mean High-Water Line and with dashed, green lines for the outer limits of marsh. The portions of these undetermined sections of Mean High-Water Line and Marsh Line which could not be accurately determined by careful stereoscopic examination of the office photographs have been shown on the Map Drawing with a dashed, heavy-weight acid ink line for the undetermined Mean High-Water Line and a dashed, light-weight acid ink line for the undetermined Marsh Line.

All drainage, within the limits of the Map Drawing, flowing



into the Nansemond River and its tributaries has been detailed. In instances where the drainage was obscured by overhanging trees or brush and could not be accurately determined by stereoscopic examination of the photographs, this indefinite drainage was shown on the Map Drawing 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 office photographs after comparison was made with available topographic quadrangles.

Tree areas, not classified in the field, were interpreted by the Compiler from the nine lens office photographs after a comparison with classified areas of similar appearance. These unclassified areas have been detailed and shown with conventional symbols.

All buildings immediately adjacent to the shoreline have been detailed.

The number of nine lens photographs covering the area of this survey was sufficient to adequately compile this Map Drawing. Their scale was in good agreement with the scale of the Map Drawing Projection.

A list of abbreviations used on the Map Drawing, accompanied by explanatory notes, has been shown in the right hand margin.

#### 29 SUPPLEMENTAL DATA:

A copy of the Suffolk, Va. 15 minute quadrangle of the U.S. Geological Survey was furnished the Compilation Office and was used to supplement the photographs.

#### 30 MEAN HIGH-WATER LINE:

The conventional full, heavy-weight and light-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 low, wet land at Mean High-Water and is not considered to be the Mean High-Water Line. It is referred to in this descriptive report as the Marsh Line. (Also see paragraphs 4 and 5 of section #28-Detailing, of this descriptive report.)

#### 31 LOW-WATER AND SHOAL LINES:

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

Several areas, identified by the Field Inspection Unit as

mud areas are believed to be shoal areas, as the Field Inspection Report identified the dashed lines bounding these areas as shoal lines. They have been shown on the Map Drawing bounded by a short, dash, light-weight, black acid ink line with the word "Shoal" (mud) lettered within the area.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Piling areas, stake areas, stumps, logs, and trees in water were identified by the Field Inspection Unit and have been detailed accordingly. Pertinent notes are shown near each of these off-shore details.

33 WHARVES AND SHORELINE STRUCTURES:

Numerous piers, remains of old wharves, catwalks, and retaining walls were identified by the Field Inspection Unit on the field photographs. These were detailed on the Map Drawing accompanied by appropriate notes.

34 LANDMARKS AND AIDS TO NAVIGATION:

No objects were recommended for charting as "Landmarks" by the Field Inspection Unit.

There are no fixed aids to navigation within the area covered by this Map Drawing.

35 HYDROGRAPHIC CONTROL:

The Compilation Office was furnished the identification of eleven (11) recoverable topographic stations. These were identified on the 1:10,000 field photographs by either number or name and are believed suitable for use as partial hydrographic control. These stations were transferred to the office photographs and radially plotted on the Map Drawing.

Three of the recoverable topographic stations, for which the Field Inspection Unit furnished Forms 524, have become triangulation stations since they were originally selected. They are:

ELEV. TANK, COLUMBIA PEANUT CO. (No. 22)  
STEEPLE, WEST END BAPTIST CHURCH (No. 24)  
SUFFOLK FIRE TOWER

Four of the other eight stations could be seen on only two photographs. These stations are designated on the Map Drawing by red circles around the standard symbol. On two of the stations the radials formed a definite intersection and these points were pricked. These stations are:

ELEVATED TANK, SUFFOLK SCRAP IRON AND METAL COMPANY (No.21)  
LIGHT COLORED BRICK STACK AT THE PLANTERS PEANUT PLANT(No.23)

The other two stations were established on the two radials obtainable by proportioning the distance from the center of one photograph to the object in relation to the distance between the centers of the two photographs. These stations are:

BRICK STACK, SUFFOLK PEANUT CO. (No. 19)  
ELEV. TANK, SUFFOLK PEANUT CO. (No. 20)

Four of the recoverable topographic stations were satisfactorily radially plotted. They are:

BAS  
CITY GAS TANK  
SEA  
N. GABLE OF A TWO-STORY BRICK HOUSE WITH WHITE TRIM AND THREE BRICK CHIMNEYS

Two of these four stations namely: BAS and SEA, were previously radially plotted and Forms 524 were submitted 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 radially plotted positions as shown on the Map Drawing is more accurate than that shown on the Map Manuscript.

*Filed in Division of Photogrammetry General Files*  
Form 524 is being submitted for eight of the eleven stations mentioned above. Form 524 is not being submitted for the three triangulation stations. Stations that were identified by number were described in a field sketch book (Form 274) under a corresponding number. A description for each of the eight recoverable topographic stations has been lettered on the Map Drawing near the station to which it refers.

#### 36 LANDING FIELDS AND AERONAUTICAL AIDS:

The Compilation Office was not furnished any data concerning landing field or aeronautical aids within the limits of the Map Drawing and none was visible on the office photographs.

#### 37 JUNCTIONS:

To the north-a complete and satisfactory junction was made with Map Drawing for Survey No. T-8065.

To the east, south, and west-there are no contemporary surveys.

#### 38 GEOGRAPHIC NAMES:

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:

U.S. Coast and Geodetic

U.S. Coast and Geodetic Survey Chart No. 529 dated March 6, 1944.  
U.S. Geological Survey, Suffolk, Va. 15 min. quadrangle surveyed  
in 1918, edition of 1919.

A list of these names, which are believed by the Compilation Office  
to be undisputed, is being submitted with this descriptive report.

39 HORIZONTAL ACCURACY:

The probable error in the positions of detail points, the Mean High-  
Water Line and well-defined objects is believed to be within the limits  
of satisfactory accuracy.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

This rough draft, Map Drawing for Survey No. T-8066 is believed to  
be complete in all details for charting and no other surveys are deemed  
necessary.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Due to difference in scale, only a visual comparison could conveniently  
be made with the U.S. Geological Survey, Suffolk, Va. 15 min. quadrangle,  
scale 1:62,500, surveyed 1918, edition of 1919. All common planimetric  
detail was in fair agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with the U.S. Coast and Geodetic Survey Chart No.  
529, published September, 1940, issue of March 6, 1944, scale 1:40,000.  
Due to scale difference only a visual comparison could conveniently be  
made. All common planimetric detail was in fair agreement except for a  
pond shown on the chart midway between the Nansemond River and the  
Virginian Railroad. This pond is not visible on the office photographs  
and, therefore, does not appear on the Map Drawing. Also the N.&S.R.R.  
shown on the chart is called the N.&W.R.R. by the Field Inspection  
Unit. The latter name has been used on the Map Drawing.

Respectfully submitted:  
October 26, 1944

Harold K. Brooks  
Harold K. Brooks  
Senior Engineering Aid

Compilation and Descriptive  
Report Reviewed By:

Henry P. Eichert  
Henry P. Eichert  
Jr. Photogrammetric Engineer

Compilation of Map Drawing  
Supervised By:

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

Approved and Forwarded  
October 31, 1944

Fred. L. Peacock  
Fred. L. Peacock  
Chief of Part, C&G Survey  
Officer-in-Charge  
Baltimore Field Office

GEOGRAPHIC NAMES  
(Undisputed)

- Buzzard Island ✓
- Nausemond River ✓
- N.&W. R.R. (Norfolk and Western R.R.) ✓
- Pitch Kettle Creek ✓
- Shingle Creek ✓
- Soroco ✓
- S.R.R. (Southern R.R.) ✓
- Suffolk ✓
- Walkers Island ✓
  
- U.S. 460
- Va 642
- U.S. 58

Names preceded by • are  
approved 11-28-49  
L. HECK

DIVISION OF PHOTOGRAMMETRY  
REVIEW REPORT OF  
PLANIMETRIC SURVEY MANUSCRIPT NO. T-8066

Paragraph numbers not used in this review have been adequately covered in other parts of this report.

27. Radial Plot.

No check of the radial plot was made during this review, as the office photographs for this Project are no longer available.

44. Comparison With Existing Topographic Quadrangles.

The following surveys have been compared with Survey T-8066 and they are superseded in all common areas by that survey, *for charting purposes:*

T-1352, dated 1874, scale 1:10,000

T-6421, " 1934, " "

45. Comparison With Nautical Charts.

This survey has not been applied to nautical charts.

Reviewed by:

H. R. Brooks

Photogrammetrist  
30 August 1946

Reviewed under the direction of:

J. V. Griffith *per M.G.M.*  
*12/14*

Chief, Review Section

Approved by:

B. J. Jones 3/50

Technical Assistant to the  
Chief, Division of Photogrammetry

A. C. Edmiston  
Chief, Nautical Chart Branch

O. S. Reading

Chief, Division of Photogrammetry

W. M. Scaife

Chief, Division of Coastal Surveys  
*1946*