

original

# 8296

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Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Air Photographic Topographic
Field No.	Office No. T-8296
LOCALITY	
State	Virginia
General locality	Elizabeth River, Va.
Locality	Norfolk and Portsmouth, Va.
Norfolk South - Quadrangle	
194 4	
CHIEF OF PARTY	
F.L. Gallen and Fred. L. Peacock	
LIBRARY & ARCHIVES	
DATE	

## DATA RECORD

T- 8296

Quadrangle (II): 7½ minute Norfolk South Project No. (II): C.S. 289

Field Office: Suffolk, Va.

Chief of Party: F. L. Gallen

Compilation Office: Baltimore, Md.

Chief of Party: Fred. L. Peacock

Instructions dated (II III):

July 10, 1943

Oct. 20, 1943

Copy filed in Descriptive  
Report No. T- (VI)

Completed survey received in office: 5/44

Reported to Nautical Chart Section: 8/44

Reviewed: 6/17/44

Applied to chart No.

Date:

Redrafting Completed: 8/44

Registered: 6/46

Published: 6/45

Compilation Scale: 1:20,000

Published Scale: 1:25,000

Scale Factor (III):

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): I - 9, WOOD, 1918, r. 1931, 1944

Lat.: 36° 47' 20.194" (622.5m) Long.: 76° 21' 17.687" (438.5m) Adjusted  
~~Unadjusted~~

State Plane Coordinates (VI): Va. South

X = not located 5/6/44

Y =

Military Grid Zone (VI)

A  
& Special Harbor Defense Grid, Norfolk Area

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
Nine Lens 12575 to 12579 Inc.	11/28/42	12:00 noon	1:20,000	2.3' above M.L.W.
12630 to 12633 Inc.	11/28/42	1:45 P.M.	1:20,000	2.7' above M.L.W.
12635 to 12640 Inc.	11/28/42	1:53 P.M.	1:20,000	2.7' above M.L.W.

Tide from (III); Predicted tables; Reference station, Hampton Rds., Va. with corrections for Portsmouth (Naval Base) Elizabeth River, Va.

Mean Range: 2.8 ft.

Spring Range: 3.4 ft.

Camera: (Kind or source) U.S. Coast and Geodetic Survey nine lens camera  
(8 $\frac{1}{4}$  inch focal length)

Field Inspection by: Walter W. Doeringsfeld

Jan.  
date: 1944

Contouring by: E. Earl Nugent, Glen B. Woolley, Donald Flippo

Jan. 1944

Field Edit by:

date:

Date of Mean High Water Line Location (III): Same as date of photographs

Projection and Grids ruled by (III) P.J.H. - J.T.B.

date: 2/22/44

" " " checked by: B.R.C. - L.V.E.

date: 2/23/44

Control plotted by: M. Trautman

date: 2/28/44

Control checked by: M. Walworth

date: 3/3/44

Radial Plot by: Joseph Steinberg and J. Edward Deal, Jr. date: 3/22/44 to 3/27/44

Detailed by: E. Hamilton Snyder and A. C. Rauck, Jr.

date: 3/27/44 to 5/20/44

Reviewed in compilation office by: Wm. H. Van Loon

date: 5/22/44

Elevations on Field Edit Sheet  
checked by: *P. Evans*

date: 6/17/44

**STATISTICS (III)**

**Land Area (Sq. Statute Miles):** Approx. 47

**Shoreline (More than 200 meters to opposite shore):** 36 Statute Miles

**Shoreline (Less than 200 meters to opposite shore):** 21 Statute Miles  
Measured along approx. centerline.

**Number of Recoverable Topographic Stations established:** 50  
(14 hydrographic and topographic stations, 9 fixed aids to navigation,  
and 27 bench marks.)

**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:**



## General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.289 A, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

### FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, drive-ways, and numerous other points identifiable on the photographs.

### COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid band templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore Tampa Photogrammetric Office.

### FIELD EDIT

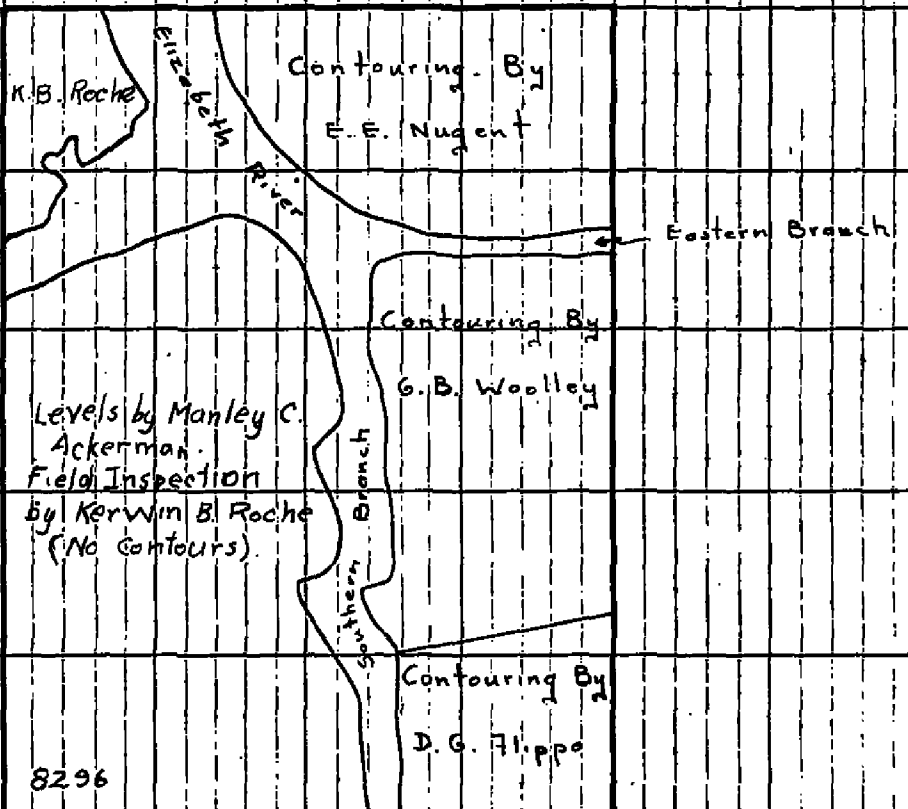
Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

#### PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.



FIELD INSPECTION REPORT  
QUADRANGLE T-8296  
Project CS-289  
F.L. Gallen, Chief of Party

- 7
1. This quadrangle lies in Norfolk County, Virginia, and includes the City of Portsmouth and environs and the business district of the City of Norfolk. The northern part of the quadrangle is well built up and densely populated while the southern part of the quadrangle is less heavily populated and is devoted to farming. The population increase for this area during the past two or three years is from thirty to fifty percent and many housing projects, both government and private, have been built to take care of the increase.

The Elizabeth River and its branches are the principal waterways in the quadrangle and much industrial development is found along the banks. The Norfolk Navy Yard is located on the Southern Branch of the Elizabeth River and is probably the largest employer of labor in the area. Numerous other shipyards, fertilizer plants etc., are also in the area.

The land is flat and all below the twenty foot contour except the southeastern part of the quadrangle. Large areas of poorly drained land covered with pine and deciduous trees and brush are found along the western border of the quadrangle.

A good system of State and Federal Highways run through the area and many of the roads are multiple lane highways. Ferry service is maintained between Norfolk and Portsmouth and there are numerous toll bridges across the streams in other places. One toll free route to Norfolk is available via State Route No. 13. The county road system is partly hard surfaced but some sand-clay top soil roads are found, especially in the southeastern part of the quadrangle.

There are extensive railroad yards of several different companies in the quadrangle.

2. The field inspection is thought to be complete. Buildings have been blocked in around the congested areas and in to a point where the gray tint on the final map can be substituted for the individual buildings. There has been considerable construction since the photographs were taken and maps of these developments have been secured and tied in to the photographs and are being submitted with the photographs. Maps tied in to the photographs are also being furnished for railroad trackage.

Some of the housing projects consist of demountable houses but there is a question about how long the houses will remain in place for they are substantial enough to last a reasonable span of years unless torn down and removed. Some of these developments have been labelled as demountable houses on the photographs but it would probably be advisable to show the houses on the final map due to the uncertainty of their life.

See Report for T-8303 for information concerning detail to be shown inside of military reservations under the Control of the Navy. It is uncertain as to whether this applies to the Naval hospital at Portsmouth but when the map furnished the compilation office was secured at the hospital grounds no objection was offered to showing any detail appearing on the map.

3. 3 to 10. See Report for T-8295 for area west of the Southern Branch and see Report for T-8299 for area east of this stream.
11. Aids to Navigation have been located either by cuts or by picking direct and are being submitted at this time. The Supervisor of the Southeastern District at Norfolk, Virginia, has advised this party verbally that the fixed aids to navigation in the vicinity of Hampton Roads have adequate locations without additional work by this party.
12. Same as 3 to 10.
13. There are no landing fields in this quadrangle. The aeronautical aids are of a secret nature.
14. 14 and 15, Same as 3 to 10.
16. Different color schemes were used to classify buildings on either side of the Southern Branch. See Report for T-8295 for the area west of the river and see the Report for T-8299 for the area east of the river.
17. The boundaries of all federal reservations have been shown on the photographs and maps are being submitted where they are available. The above applies to the Portsmouth City Limits but the city limits of Norfolk have not been shown on the photographs and it is intended that the line be transferred from the submitted map of Norfolk by reference to common detail. Mr. Boush, Associate Engineer for Norfolk City, has stated that there are no monuments of any type on the city line and that the line follows natural or cultural features.
18. See Report for T-8299.
19. The quadrangle joins a survey made by the War Department on the south. A satisfactory junction could not be made with their contours.

Submitted by

*Glen B. Woolley per J.R.*

Glen B. Woolley  
Sr. Engr. Aid

Approved and forwarded

*F.L. Gallen*

F.L. Gallen  
Chief of Party

26 CONTROL:

Twenty-nine (29) horizontal control stations were recovered and used to control the nine lens photographs in order to establish photograph centers, secondary control, and detail control points for this Map Manuscript.

These horizontal control stations, photograph centers, and secondary control points were then used to establish the positions of the hydrographic and topographic stations and bench marks within the detailed limits of this Map Manuscript.

Twelve (12) of these horizontal control stations lie within the limits of this Map Manuscript. They are:

I - 9 WOOD, 1918, r.1931, 1944  
CORN, 1912  
DEEP CREEK, 1932  
CAROLINA, 1932  
BAUGH, 1913, 1918  
HOSPITAL, 1913, r.1929, 1932  
CATHOLIC, 1913, r.1929, (also Portsmouth Catholic Church, 1912)  
WINDMILL, (Western Branch) 1929  
WEST NORFOLK TANK, 1932  
SMELT, 1913, r.1932  
BRIDGE, 1912, r.1932  
POWDERHOUSE, SOUTH CHIMNEY, 1913

The following horizontal control stations lie just outside the limits of the Map Manuscript:

CRANEY ISLAND LIGHTHOUSE, 1903, 1913, 1932  
U.S. SHIPPING BOARD TANK, 1919, r.1932  
BASE, 1929  
WALL, 1929  
BLACK STACK, 1929, r.1932  
LATIN, 1943  
CREEK, 1913, r.1932  
WAY, (U.S.E.D.), 1929  
W.E.H., (U.S.E.), 1929

26 CONTROL: (Continued)

WAR, (U.S.E.D.), 1929  
P.T.S. #13 (U.S.G.S.), 1918  
SUNRAY, 1918, r.1932  
RICHMOND, 1932  
SIN, 1912  
NUX, 1912  
L.E.H., 1932  
CRANE, 1940

The Field Party established field inspection points at well defined points near five (5) of the above horizontal control stations.

27 RADIAL PLOT:

The radial plot of this Map Manuscript is part of Main Radial Plot No. 2, Project C.S. 289, the descriptive report for which was included in the descriptive report of Map Manuscript for Survey No. T-8304, which was submitted to the Washington Office on May 5, 1944.

28 DETAILING:

The Field Party furnished the Compilation Office with adequate field inspection data for this Map Manuscript.

All roads and streets were detailed and all roads classified by the Field Party were labeled. Only the names of the more important or main streets in the cities of Norfolk and Portsmouth have been shown on the Map Manuscript.

The Compilation Office established a line representing the limits of the congested areas of Norfolk and Portsmouth, Va. This line has been shown on the discrepancy overlay and only public and large industrial buildings have been detailed within the area.

All railroads and railroad yards have been detailed, showing in many places, the actual number of

28 DETAILING: (Continued)

of rails. Where this was not practical, a note was placed on the discrepancy overlay stating that no attempt was made to detail the number of tracks, but only to show the direction of the tracks. The number of tracks being noted on the Map Manuscript.

The reservation lines have been shown around the U. S. Navy Yards at Portsmouth and St. Helena, Va., and the St. Julian Ammunition Depot. No detail has been shown inside these reservation lines as these are restricted areas.

The Portsmouth and Norfolk city lines have been shown on the reverse side of this Map Manuscript.

All detail within the Portsmouth Naval Hospital reservation has been shown.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys have been made covering portions of this Map Manuscript:

Survey No.	Date	Scale
T-498	1853	1:20,000
T-506	1856	1:10,000
T-850	1862	1:2500
T-1332	1873-1910	1:10,000
T-1387b	1873	1:20,000
T-1387c	1873	1:20,000
T-1659	1884-1905	1:20,000
T-1936	1890	1:10,000
T-3249	1912	1:10,000
T-3250	1912	1:10,000
T-3397	1913	1:5,000
T-3773a	1919	1:10,000
T-3773b	1919	1:10,000
T-4491	1929-30	1:10,000

These surveys were not available to the Compilation Office.



29 SUPPLEMENTAL DATA: (Continued)

The Field Party furnished the Compilation Office with the following supplemental data:

- 1 - paper tracing, Carver Homes and Dormitories, Portsmouth, Va.
- 1 - " " Colonial Manors, Portsmouth, Va. Scale 1":40'
- 1 - " " Howard Apartments, Portsmouth, Va.  
Scale 1":40'
- 1 - Photostat Liberty Park, Defense Housing Project for  
900 Negro families, Scale 1":75'
- 1 - printed map, Norfolk, Va. City Map 1921, revised 1942
- 1 - black and white print, Norfolk Naval Hospital, Portsmouth  
Va., location plan, 1943
- 1 - " " " Norfolk Navy Yard, Portsmouth, Va.  
Scale 1":200'
- 2 - " " " Norfolk Southern R.R., Norfolk Division,  
Main Line, Scale 1":100'
- 20 - blueprints, Norfolk and Western R.R., Norfolk  
Terminals, Scale 1":100'
- 1 - photostat, Oakleaf Park, Norfolk, Va.
- 1 - paper tracing, Oregon Gardens, Portsmouth, Va.
- 1 - " " Park Manor, Portsmouth, Va.
- 1 - blueprint, Pennsylvania R.R. system, Eastern Region,  
Southern Division, Port Norfolk Yard,  
scale 1":100'
- 1 - printed map, Portsmouth, Va. City map, scale 1":1000'
- 1 - paper tracing, Portsmouth Estates, Portsmouth, Va.  
scale 1":50'
- 1 - " " Portsmouth Garden Apartments, Portsmouth, Va.
- 1 - " " Portsmouth Heights, Norfolk Co., Va.  
scale 1":50'
- 1 - black and white print, St. Julian Creek, Va. Naval  
Ammunition Depot, scale 1":200'
- 1 - blueprint, St. Julian Yard, Norfolk Division, Southern  
Division, P.R.R., scale 1":200'
- 5 - blueprints, Seaboard Airline R'w'y Co., Portsmouth, Va.
- 1 - photostat, Commonwealth Park, temporary dwelling units.
- 5 - black and white prints, Virginian R'w'y Co.
- 1 - paper tracing, Wendell Neville Dormitories, Portsmouth, Va.  
scale 1":400'
- 1 - " " Wm. Craford Homes, Portsmouth, Va.  
scale 1":50'

29 SUPPLEMENTAL DATA: (Continued)

1 - paper tracing, Windsor Homes, Portsmouth, Va.

The buildings of the above housing plans are within the limits of the congested area, as defined by the Compilation Office, and have not been detailed.

All the railroad plans furnished the Compilation Office were used to supplement the detailing of the railroads on this Map Manuscript. Without this railroad data, it would have been impossible to accurately detail the numerous railroads and railroad yards, as shown on this Map Manuscript.

The buildings as shown on the Map Manuscript, within the boundary of the Norfolk Naval Hospital, Portsmouth, Va., have been detailed from the Norfolk Naval Hospital location plan, dated 1943.

The boundaries of the Navy Reservations, as shown on this Map Manuscript, have been delineated from the plans thereof.

30 MEAN HIGH-WATER LINE:

The time and stage of tide of the photographs was computed and found to be at or near, Mean High-Water.

It was noted, that in a few instances the Field Party delineated the High-Water Line, particularly in the dock and pier areas of the north side of the Eastern Branch, too far inshore and under the piers and other shoreline structures.

In all instances the Compilation Office has shown the High-Water Line up to where it meets the shoreline structure. No attempt was made by the Compilation Office to delineate the High-Water Line under piers, wharves and other shoreline structures.



31 LOW-WATER AND SHOAL LINES:

Approximate shoal lines, indicated by the Field Party, have been detailed on the Map Manuscript.

No Low-Water Lines were indicated by the Field Party and none could be clearly seen on the photographs.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

The only detail offshore from the High-Water Line visible on the photographs and detailed within the limits of this Map Manuscript, is the Deg<sup>24</sup>assing Station.

This Deg<sup>24</sup>assing Station was identified by the Field Party, but it is not known if it is restricted. An appropriate note has been placed on the discrepancy overlay.

It was found that in the waters of the Elizabeth River, Western Branch, Eastern Branch and Southern Branch, numerous wrecks and other sunken obstructions are shown on the U.S.C. & G.S. Chart No. 452. Only a few of these wrecks were identified by the Field Party in the Western Branch. These were detailed and labeled.

All other wrecks and obstructions shown on Chart No. 452 were searched for on the photographs and could not be definitely located. The charted positions of these wrecks and obstructions have been circled on the discrepancy overlay and recommended for further investigation by the Field Edit Party.

33 WHARVES AND SHORELINE STRUCTURES:

All wharves and shoreline structures, indicated by the Field Party and those seen on the photographs, have been detailed on the Map Manuscript.

34 LANDMARKS AND AIDS TO NAVIGATION:

Numerous non-floating aids to navigation lie within



34 LANDMARKS AND AIDS TO NAVIGATION: (Continued)

the waterways of the area of this Map Manuscript. These have been detailed by using Theodolite cut fixes, furnished by the Field Party, or radially plotted if they were identified on the nine lens photographs. They were then compared with their corresponding positions on U.S. C. & G. S. Chart No. 452. The geographic positions and descriptions of four (4) of these non-floating aids to navigation, which did not agree with their corresponding charted positions, are being submitted with this descriptive report on Forms No. 524 and No. 567. They are:

SCOTT CREEK BEACON	2	(red daymark)
"	"	"
"	"	"
"	"	"
LIGHT "35",	Fl. R. ev. 5 sec.	

Five (5) additional non-floating aids to navigation in the Elizabeth River between the Degassing Station on the north and Port Norfolk on the south, are shown on this Map Manuscript.

These five aids to navigation have evidently been recently constructed as they are not charted on the charts available to the Compilation Office, and they are not listed in the 1944 Light List of the Atlantic and Gulf Coasts. Forms No. 524 and No. 567 are being submitted with this descriptive report, for their geographic positions and descriptions.

Two of these unnamed five non-floating aids to navigation lie within approximately 200 meters of the north shoreline of Port Norfolk, Va. These were identified by the Field Party on field photograph No. 12632. The most easterly of the two is believed to be identified correctly, while the most westerly of the two is believed to be incorrectly identified. The Compilation Office has identified this fixed aid to navigation by office examination at a point south of the field identified location. Both the field and the office identified locations have been scaled and their

Ch. letter 382-44



34 LANDMARKS AND AIDS TO NAVIGATION: (Continued)

geographic positions and descriptions are being submitted on Form No. 524.

The office identification of this non-floating aid to navigation has been shown on the discrepancy overlay, and both the field and the office identifications are recommended for investigation during the field edit.

35 HYDROGRAPHIC CONTROL:

Fifty (50) recoverable topographic stations are plotted on this Map Manuscript. Twenty-three (23) of these are believed to be suitable for partial hydrographic control, as long as they remain in position. They are:

FAR H. & T.	TON H. & T.
LAN "	COM "
PEA "	B-283 "
FLA "	HIGH STACK H. & T.
BUL "	LIGHT "35" Fl.R. ev. 5 sec.
CIT "	SCOTT CREEK BEACON 2 (red daymark)
MID "	SCOTT CREEK BEACON 4 ( " " )
TER "	SCOTT CREEK BEACON 5 (black daymark)
DAN "	5 BEACONS (between Deguassing Station
RAD "	and Port Norfolk, names unknown)

The remaining twenty seven (27) recoverable topographic stations are bench marks which are believed to be too far inshore to be any use for hydrographic control.

In addition to the above twenty three (23) recoverable topographic stations previously mentioned, there are eleven (11) other fixed aids to navigation shown on U. S. C. & G. S. Chart No. 452, dated March 6, 1944, scale of 1:20,000, for which Form 524 is not being submitted by the Compilation Office for the following reasons:

Five (5) of these fixed aids to navigation were identified by the Field Party and were plotted on the Map

35 HYDROGRAPHIC CONTROL: (Continued)

Manuscript. Their positions were found to be in excellent agreement with their corresponding positions shown on Chart No. 452. They are:

ELIZABETH RIVER OBSTRUCTION, Qk.Fl.R.75 per min.  
Siren blast 5 sec.  
silent 25 sec. (Deg<sup>24</sup>uassing Station)  
F.R. "18" (St. Julian Creek)  
Fl. R. ev. 5 sec. "30" (Southern Branch)  
Fl. R. ev. 5 sec. "32" ( " " )  
Fl. R. ev. 5 sec. "40" ( " " )

One light, namely, Fl. R. ev. 5 sec. "27" (Southern Branch) was identified by the Field Party by Theodolite cut fix, but it is not shown on the Map Manuscript. An attempt to plot its position was made, and very doubtful results were obtained.

This light is also shown on Chart No. 452. An appropriate note has been made on the discrepancy overlay recommending a new investigation of this light.

One beacon, namely, SCOTT CREEK BEACON 1 (black day-mark), shown on Chart No. 452, was not identified by the Field Party and is not shown on the Map Manuscript, because it was not visible on the photographs. An appropriate note recommends investigation during the field edit.

Four (4) other fixed aids to navigation are shown on the Map Manuscript. They are:

ELIZABETH RIVER, NORTHEAST SLIP, F.R. Deguassing Station  
ELIZABETH RIVER, SOUTH SLIP, F.G. Deguassing Station  
BROOKE AVE. PIER, F.G. Horn, blast 6 sec., silent 6 sec.  
NORFOLK MAIN CHANNEL LIGHT, Fl. G. ev. 5 sec.

These four (4) lights were not identified by the Field Party, but could be seen on the photographs. They were radially plotted and are in excellent agreement with the U. S. C. & G. S. Chart No. 452.



35 HYDROGRAPHIC CONTROL: (Continued)

It is assumed by the Compilation Office that the Washington Office already has satisfactory charting data (Form 524 or other) for fixed aids whose radial plotted positions are in full agreement with their charted positions.

It is believed that these 11 fixed aids to navigation also could be used for partial hydrographic control by any future hydrographic party, as long as they remain in position.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

As stated in the field report, Paragraph 12, there are no landing fields in this area and the aeronautical aids are of a secret nature.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared during the process of detailing, to accompany this Map Manuscript. On it are notes recommending investigation during the field edit, of doubtful points of detail, and other notes clarifying the interpretations of detail by the Compilation Office. A set of general notes is included to aid in the interpretation of symbols shown on the Map Manuscript.

38 GEOGRAPHIC NAMES:

The results of a geographic names investigation were furnished the Compilation Office on a copy of the U. S. Geological Survey, Newport News, Va. 15 min. quadrangle. A list of undisputed, disputed, and recommended names is attached to this descriptive report.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth for well defined and less well defined points of detail, for War Mapping Projects.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry as presented on this Map Manuscript, is believed to be complete, except as noted herein, but is subject to corrections, additions, and deletions at

40 RECOMMENDATIONS FOR FUTURE SURVEYS: (Continued)

the time of the field edit.

41 JUNCTIONS:

The following satisfactory junctions have been made:

To the West - with Map Manuscript for Survey No. T-8295  
To the North - with Map Manuscript for Survey No. T-8303  
To the East - with Map Manuscript for Survey No. T-8297

To the South - no contemporary surveys are available to the Compilation Office for junction purposes.

42 REMARKS:

The description as given in the field report, adequately describes the area of this Map Manuscript.

Considerable bridge data, shown on the field photographs, could not be interpreted with certainty by the Compilation Office. It is believed that bridge classifications should be accomplished at the time of the field edit, as the Field Party is more familiar with the data shown.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with the U.S. Geological Survey Newport News, Va. 15 minute quadrangle, edition of 1921, reprinted in 1941.

It was found that a railroad bridge across the Western Branch between Pinehurst and Westhaven, Va., as shown on the U.S. Geological Survey, does not exist. No evidence of the railroad was noted by the Field Party and none was found on the photographs.

The St. Julian Yards of the Norfolk Southern R.R., as shown on this Map Manuscript, are not shown on the



44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

Geological Survey.

In the vicinity of the Southern Branch at the U. S. Navy Yard at Portsmouth, Va., the U. S. Geological Survey data shows a creek listed in the Geographic Names Investigation, as Back Creek. This creek is no longer in existence, as the area of the U. S. Navy Yard has been expanded and the area of the creek has been filled in.

A dual highway, known as U.S. 460, and Va. 13, running in a westerly direction from the Southern Branch, and roughly paralleling the Virginian R.R., is shown on this Map Manuscript, but is not shown on the U. S. Geological Survey.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with U. S. C. & G. S. Chart No. 1222, scale 1:80,000, dated April 9, 1942. Common detail was found to be in good agreement. This Chart covered only a portion of this Map Manuscript.

Comparison was also made with U. S. C. & G. S. Chart No. 452, scale of 1:20,000, dated March 6, 1944.

In addition to the numerous wrecks and other obstructions shown on this Chart and noted on the discrepancy overlay, the bridge ruins at the Western Branch between Pinehurst and Westhaven, Va., as shown on this Chart, are not visible on the photographs and are not shown on the Map Manuscript.

Back Creek shown on the Chart, west of South Norfolk, Va., at the U.S. Navy Yard, is no longer in existence.

In the vicinity of St. Helena, many shoreline structures appear on the Map Manuscript, which are not shown on the Chart.

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

All other common detail was in good agreement.

For comparison of fixed aids to navigation, refer to Item 34 "Landmarks and Aids to Navigation" and Item 35 "Hydrographic Control."

Respectfully Submitted:

May 23, 1944

Edward H. Snyder

Edward H. Snyder  
Senior Photogrammetric Aid  
and

Albert C. Rauck, Jr.

Albert C. Rauck, Jr.  
Senior Photogrammetric Aid

Map Manuscript, Discrepancy  
Overlay and Descriptive Report  
Reviewed by:

Wm H. Van Loon

Wm. H. Van Loon  
Principal Photogrammetric Aid

Compilation of Map Manuscript  
Supervised by:

J. Edward Deal, Jr.

J. Edward Deal, Jr.  
Asst. Photogrammetric Engineer

and

Joseph Steinberg

Joseph Steinberg  
Asst. Photogrammetric Engineer

Approved and Forwarded:

May 26, 1944

Fred. L. Peacock

Fred. L. Peacock  
Commander, C. & G. Survey  
Officer-in-Charge  
Baltimore Photogrammetric Office.



# GEOGRAPHIC NAMES

## Undisputed

- |                                       |                                     |
|---------------------------------------|-------------------------------------|
| ✓ Alexanders Corner                   | ✓ Money Point                       |
| ✓ Ammunition Depot                    | ✓ Naval Hospital                    |
| ✓ Atlantic City                       | ✓ Navy Yard                         |
| ✓ Atlantic Coast Line (R.R.)          | ✓ Newton Creek                      |
| ✓ Avalon                              | ✓ Newton Park                       |
| ✓ Back Creek                          | ✓ Norfolk                           |
| ✓ Baines Creek                        | ✓ Norfolk and Portsmouth Belt Line  |
| ✓ Belt Line                           | ✓ Norfolk Southern (R.R.)           |
| ✓ Berkley                             | ✓ Norfolk and Western (R.R.)        |
| ✓ Blows Creek                         | ✓ Ohio Creek                        |
| ✓ Buell                               | ✓ Paradise Creek                    |
| ✓ Campostella                         | ✓ Pescara Creek                     |
| ✓ Campostella Bridge                  | ✓ Pinehurst                         |
| ✓ Carolina Junction                   | ✓ Pinner Point                      |
| ✓ Chesterfield                        | ✓ Portlock                          |
| ✓ Churchland Bridge                   | ✓ Port Norfolk                      |
| ✓ Craddock                            | ✓ Portsmouth                        |
| ✓ Deep Creek                          | ✓ Providence Junction               |
| ✓ Deep Creek (Town)                   | ✓ Providence Road                   |
| ✓ Deep Creek Boulevard                | ✓ Raleigh Heights                   |
| ✓ Dismal Swamp                        | ✓ St. Helena                        |
| ✓ Eastern Branch (Elizabeth River)    | ✓ St. Julian Creek                  |
| ✓ East Fairmont                       | ✓ Scott Creek                       |
| ✓ East Portlock                       | ✓ Seaboard Airline (R.R.)           |
| ✓ Elizabeth River                     | ✓ Shell Road                        |
| ✓ Gilligan Creek                      | ✓ Smith Creek                       |
| ✓ Gilmerton                           | ✓ Southern Branch (Elizabeth River) |
| ✓ Gilmerton - Deep Creek Canal (Abd.) | ✓ South Highland Park               |
| ✓ Grove Park                          | ✓ South Hill                        |
| ✓ Highland Park                       | ✓ South Norfolk                     |
| ✓ Hodges Creek                        | ✓ Spotico Creek                     |
| ✓ Hospital Point                      | ✓ Steamboat Creek                   |
| ✓ Hull Creek                          | ✓ Tarrant Creek                     |
| ✓ Jones Creek                         | ✓ Thrasher Road                     |
| ✓ Kingman                             | ✓ Town Point                        |
| ✓ Lafayette River                     | ✓ Virginian (R.R.)                  |
| ✓ Lake Kingman                        | ✓ Waterview                         |
| ✓ Lambert Creek                       | ✓ Western Branch (Elizabeth River)  |
| ✓ Lilly Creek                         | ✓ Westhaven                         |
| ✓ Lovett Point                        | ✓ West Norfolk                      |
| ✓ Mahone's Canal                      | ✓ West Norfolk Bridge               |
| ✓ Mains Creek                         | ✓ Yadkin                            |
| ✓ Milldam Creek                       |                                     |

# GEOGRAPHIC NAMES

## Recommended

~~/~~Doziers Cor.  
~~/~~Edmunds Cor.  
~~/~~Glenshella  
~~/~~Indian River Rd.

New Suffolk Road

Old Suffolk Road

~~/~~West Munden

## Disputed

Dozier Cors.  
Garretts Cor.  
Glenshelleh  
Indian Province Rd.

{ Air Line Road  
{ Bowers Road

Suffolk Road

{ West Mendum  
{ West Munding

Portsmouth

T-8296

1. Pinners Point Sch.
2. Pinners Point Meth. Ch.
3. Broad Street M. E. Ch. - South
4. St. Stephens Epis. Ch.
5. Port Norfolk Bap. Ch.
6. Fire Sta.
7. Port Norfolk Pub. Sch. NO. 8
8. First Bap. Ch. Pinner Street (Spire)
9. Southern Rwy. Depot
10. Morning Star Bap. Ch.
11. Pinners Point Colored Sch.
12. Second Presbyterian Ch.
13. Mt. Herman Sch.
14. Evergreen Memorial Park
15. Mt. Herman Bap. Temple
16. Pentacostal Holliness Ch.
17. Calvary Bap. Ch.
18. Fire Dept. Engine
19. Cottage Place Meth. Ch.
20. Woodrow Wilson High Sch.
21. Portsmouth Stadium
22. Sixth Ave. Sch.
23. Shelton Ch. First Cong. Christian
24. Kings Daughters Hosp.
25. Park View Bap. Ch.
26. Frank Nott Memorial Clinic
27. Park View M. E. Ch. - South
28. Ann Street School
29. Fifth Ward Pub. Sch.
30. Park View Christian Ch.
31. Third Bap. Ch.
32. Mt. Zion Apostolic faith Ch. of God and Christ.
33. Emanuel A. M. E. Ch. - South
34. St. Johns Epis. Ch.
35. St. Pauls Sch.
36. St. Pauls Cath. Ch.
37. Monumental M. E. Ch. South
38. (1) City Offices, Library  
(2) Municipal Bldg.  
(3) Court House  
(4) Office of County Clerk
39. Court Street Bap. Ch.
40. Westhaven Community Hall
41. Westhaven Ch.
42. Westhaven Sch.



43. Police Dept.
44. Christ Temple Kodesh Church Immanuel
45. Celestial Baptist Ch.
46. Mt. Neborzua Ch.
47. Union Holiness Ch. No. 2
48. Virginia National Guard
49. Water Dept.
50. Little Mt. Olivet Cemetery.
51. Mt. Olivet Cem.
52. Mt. Calvary Cem.
53. First Baptist Ch.
54. Gospel Tabernacle
55. Robert E. Lee Sch.
56. Elm Ave. Christian Ch.
57. U. S. O.
58. Mt. Olive Baptist Ch.
59. Morgans Temple
60. I. C. Norcom High Sch.
61. Peabody Sch.
62. Ebenezer Baptist Ch.
63. Fourth Baptist Ch.
64. St. James P. E. Ch.
65. Mt. Vernon Baptist Ch.
66. Mt. Olive Church of Christ Holiness
67. Church of God In Christ
68. Jewish Synagogue
69. Green St. Sch.
70. South St. Baptist Ch.
71. Our Lady of Victory Ch. and Sch.
72. First Lutheran Ch.
73. First Christian Ch.
74. Central Methodist Ch.
75. Mt. Vernon Baptist Ch.
76. Briggs Grammar Sch.
77. St. Joseph Sch.
78. Jewish Synagogue
79. First Congregational Ch.
80. Trinity Ch.
81. St. Joseph Convent
82. First Presbyterian Ch.
83. Post Office
84. U. S. O.
85. Seaboard Airline RR. Depot.
86. Jail
87. Coast Guard
88. Coast Guard
89. Womans Club Library
90. Church Of God

91. Cradock Baptist Ch.
92. Wright Memorial Methodist Ch.
93. Fire Dept.
94. Fourth St. Baptist Ch.
95. Thomas Jefferson Sch.
96. Fire Dept.
97. Faith Chapel
98. Prentis Park Presbyterian Ch.
99. Prentis Park Sch.
100. St. Marks Ch.
101. Brighton Sch.
102. Brighton Rock A. M. E. Ch.
103. First Baptist Ch. of South Portsmouth
104. Zion Bethel Christian Ch.
105. St. Thomas Baptist Ch.
106. NO. 1 Holiness Ch.
107. Jackson Memorial Baptist Ch.
108. St. Pauls Catholic Cem.
109. Apostolic Ch. Of God
110. St. Johns Baptist Ch.
111. St. Paul A. M. E. Ch.
112. Key Road Sch.
113. Noble Baptist Ch.
114. Church Of God In Christ
115. Mt. Calvary Ch.
116. Truxton Sch.
117. Highland Park Baptist Ch.
118. Lincoln Memorial Cem.
119. Emmanuel Episcopal Ch.
120. Cradock High Sch.
121. Cradock Presbyterian Ch.
122. Cradock Fire Dept.
123. Cradock P. O.
124. Holy Angel Cath. Ch.
125. Cradock Meth. Ch.
126. James Hearst Sch.

127. Incinerator



FIELD EDIT REPORT  
TO ACCOMPANY  
QUADRANGLE T-8296  
PROJECT CS-289 A-1 (South)  
F. L. Gallen                      Chief of Party

5. The elevation of each bench mark has been checked on the map manuscript. The fly levels will be checked by the Washington Office.

10. Details offshore from the high water line.

An attempt was made to locate all the wrecks which were shown on nautical chart No. 452 and not identified by the field inspection party. Those that could be found and appeared to be in the same position as shown on the nautical chart were not located on the map manuscript by the field edit party, but were indicated on the discrepancy overlay. Those that could not be seen from the shore were not deleted as they could have been below the water but an appropriate note was made on the discrepancy overlay.

11. The five beacons located between the degaussing station and Port Norfolk are not intended to be aids to navigation but are range beacons for the degaussing station.
15. All bridges have been classified according to the instructions from the Director, and boat clearances have been obtained for those over navigable streams.
16. A new Federal Housing Project has been constructed in South Norfolk. As the project falls within the congested area only the streets of this project have been shown on the map manuscript.
17. The Magisterial Districts have been shown on the map manuscript. These were taken from the county maps and wherever possible were checked in the field.
46. The field edit was accomplished by visual inspection noting all deletions and corrections on an ozalid copy of the map manuscript.

The following color scheme was used:

Additions and corrections .....	Black
Deletions .....	Green
Political Boundaries .....	Violet
Notes on the Discrepancy Overlay .....	Red

47. The compiled detail on this sheet appears to be adequate with only a few additions and correction necessary.

48. The horizontal accuracy traverse on this quadrangle will be scaled by the Washington Office.

One test was made to determine the accuracy of the contours in this quadrangle. A planetable traverse was run on a photograph used for fly-leveling on the location of horizontal control and spot elevations and short sections of contours were placed on the photograph. The contours were checked by placing a tracing of the contours from the contour photograph over the accuracy traverse.

The test was run by W. W. Doeringsfeld, Jr., on photograph No. 12575 and checked the work of D. G. Flippe. The results of the test were satisfactory and indicated that the contours in this quadrangle comply with the national standard map accuracy requirements.

49. In checking the junction with T-8295 it was found that the political district at Latitude 36-48 did not coincide. This boundary was re-checked and it was found that the line shown on T-8295 should be shifted to conform with that shown on T-8296, the bend in this line should be where it crosses U.S. Highway No. 460 at Latitude 36-47 and Longitude 76-25. At Latitude 36-45-30 where this survey joins T-8297 it has been found that the State Highway labeled State Highway No. 266 on T-8297 is incorrect. Please change this number to State Highway No. 170.

Submitted by:

*Louis Levin*  
Louis Levin  
Sr. Photo. Aid

Approved and forwarded by:

*F. L. Gallen*  
F. L. Gallen  
Chief of Party  
*by S.H.F.*

HORIZONTAL ACCURACY TEST  
SECTION OF CO 219 A-1 TRAVEL LINE NO. 3  
QUADRANGLE NOS. T-8296, 8297, and T-8298

This test consists of a traverse between triangulation stations CAROLINE, 1932 and NORFOLK WEST BASE, 1932 and the latter station and NORFOLK EAST BASE, 1932. The first part of the traverse is 9.8 statute miles long and the closing error is 2.88 meters or 1 part in 5500. The second part of the traverse is 7.4 miles long and the closing error is 0.36 meters or 1 part in 35,000. The closing errors were adjusted through the traverse. 36 test points were computed. In the tabulation the geodetic positions from the Traverse computations are referred to as T. No. and the scaled positions from the map manuscript are referred to as M. No. The "Direction of displacement" refers to the direction of the scaled position from the geodetic position.

Test points Nos. 1 to 6 are in Quadrangle No. T-8296, points Nos. 7 to 26 are in Quadrangle Nos. T-8297, and points Nos. 27 to 36 are in Quadrangle No. T-8298.

TABULATION OF TEST POINTS

Description of point	Test point number	Latitude	Longitude	Displacement in mm	Direction of displacement.
T-road Int.	T-1	36-48+1313.8	76-15+688.7		
	M-1	$\begin{array}{r} 65.7 \\ 65.7 \end{array}$	$\begin{array}{r} 34.4 \\ 34.15 \\ \hline -0.25 \end{array}$		32
Y-road Int.	T-2	36-48+1050.4	76-15+584.7		
	M-2	$\begin{array}{r} 52.5 \\ 52.7 \\ \hline +0.2 \end{array}$	$\begin{array}{r} 29.2 \\ 29.55 \\ \hline +0.35 \end{array}$		40
T-road Int.	T-3	36-48+431.7	76-15+530.4		Not identified
	M-3	$\begin{array}{r} 21.6 \end{array}$	$\begin{array}{r} 26.5 \end{array}$		
Center of road and railroad	T-4	36-48+122.4	76-15+567.7		
	M-4	$\begin{array}{r} 6.1 \\ 6.3 \\ \hline +0.2 \end{array}$	$\begin{array}{r} 28.4 \\ 28.3 \\ \hline +0.1 \end{array}$		2
Y-road Int.	T-5	36-47+1567.3	76-15+744.3		
	M-5	$\begin{array}{r} 78.4 \\ 78.6 \\ \hline +0.2 \end{array}$	$\begin{array}{r} 37.2 \\ 37.2 \\ \hline +0.0 \end{array}$		2
Center of road and railroad	T-6	36-47+1647.8	76-15+488.5		
	M-6	$\begin{array}{r} 82.4 \\ 82.35 \\ \hline +0.05 \end{array}$	$\begin{array}{r} 24.4 \\ 24.35 \\ \hline +0.05 \end{array}$		7
T-road Int.	T-7	36-47+1827.3	76-14+1404.7		
	M-7	$\begin{array}{r} 91.4 \\ 91.4 \\ \hline 0.00 \end{array}$	$\begin{array}{r} 70.2 \\ 70.4 \\ \hline +0.2 \end{array}$		0.2

Description of point	Test point number	Latitude	Longitude	Displacement in mm	Direction of displacement.
T-road Int.	T-8	36-48+158.0	76-14+916.3		
	M-8	7.9 8.0 +0.1	70.2 70.4 +0.2	0.2	
T-road Int.	T-9	36-48+411.9	76-14+154.6		
	M-9	2.1 2.2 +0.1	+7.7 8.1 +0.4	0.4	
X-road Int.	T-10	36-48+742.0	76-13+1085.1		
	M-10	37.3 37.3 +0.0	54.3 54.3 +0.2	0.2	
T-road Int.	T-11	36-48+985.5	76-13+792.8		
	M-11	49.3 49.3 +0.0	39.6 39.8 +0.2	0.2	
X-road Int.	T-12	36-48+1221.8	76-13+151.7		
	M-12	61.1 61.5 +0.4	7.6 7.9 +0.3	0.5	
X-road Int.	T-13	36-48+1459.6	76-12+1545.4 (348.4) <i>dim.</i>		
	M-13	73.0 73.0 +0.0	97.4 (47.4) 47.7 (0.3)	0.3	
X-road Int.	T-14	36-48+1381.3	76-12+559.8		
	M-14	69.1 69.1 +0.0	28.0 28.2 +0.2	0.2	
T-road Int.	T-15	36-48+1428.2	76-11+1328.0		
	M-15	71.4 71.3 +0.1	66.4 66.9 +0.5	0.5	
Center of road and railroad	T-16	36-48+1542.2	76-11+679.2		
	M-16	77.1 77.3 +0.2	34.0 34.3 +0.3	0.4	
X-road Int.	T-17	36-48+1497.0	76-10+1321.0		
	M-17	74.9 74.9 +0.0	66.1 66.6 +0.5	0.5	
T-road Int.	T-18	36-48+1451.4	76-09+1404.8		
	M-18	72.6 72.6 +0.0	70.2 70.2 +0.0	0.0	
T-road Int.	T-19	36-49+290.8	76-09+1126.5		
	M-19	14.5 14.5 +0.0	56.3 56.3 +0.0	0.0	
Center of road and railroad	T-20	36-49+1056.5	76-09+1002.9		
	M-20	52.8 52.9 +0.1	50.1 50.3 +0.2	0.2	
T-road Int.	T-21	36-49+1553.6	76-09+575.1		
	M-21	77.7 77.9 +0.2	28.7 28.9 +0.2	0.1	
T-road Int.	T-22	36-50+362.6	76-09+845.3		
	M-22	18.2 18.1 +0.1	42.3 42.3 +0.0	0.1	
Center of road and railroad	T-23	36-50+774.9	76-09+803.8		
	M-23	38.7 38.9 +0.2	40.2 40.2 +0.0	0.2	

Description of point	Test point number	Latitude	Longitude	Displacement in mm.	Direction of displacement.
Center of road and railroad	T-24 M-24	36-50+759.1 $\begin{array}{r} 39.0 \\ 38.1 \\ +0.1 \\ \hline 38.2 \end{array}$	76-09+26.6 $\begin{array}{r} 1.3 \\ 1.7 \\ +0.4 \\ \hline 1.6 \end{array}$	0.4	
T-road Int.	T-25 M-25	36-50+1118.1 $\begin{array}{r} 55.9 \\ 56.7 \\ +0.3 \\ \hline 56.4 \end{array}$	76-08+797.5 $\begin{array}{r} 39.9 \\ 31.8 \\ +8.1 \\ \hline 40.0 \end{array}$	0.3	
X-road Int.	T-26 M-26	36-50+1100.6 $\begin{array}{r} 55.0 \\ 53.8 \\ +0.3 \\ \hline 54.1 \end{array}$	76-07+1308.6 $\begin{array}{r} 65.5 \\ 65.3 \\ +0.2 \\ \hline 65.7 \end{array}$	0.2	
T-road Int.	T-27 M-27	36-50+1084.7 $\begin{array}{r} 54.24 \\ 54.4 \\ +0.2 \\ \hline 54.6 \end{array}$	76-07+402.4 $\begin{array}{r} 20.1 \\ 20.2 \\ +0.1 \\ \hline 20.4 \end{array}$	0.2	
T-road Int.	T-28 M-28	36-50+875.5 $\begin{array}{r} 48.7 \end{array}$	76-06+1431.1 $\begin{array}{r} 71.6 \end{array}$	not identified	
T-road Int.	T-29 M-29	36-50+706.6 $\begin{array}{r} 35.3 \\ 35.6 \\ +0.3 \\ \hline 35.9 \end{array}$	76-06+1004.2 $\begin{array}{r} 40.2 \\ 40.2 \\ +0.0 \\ \hline 40.2 \end{array}$	0.3	
T-road Int.	T-30 M-30	36-50+772.2 $\begin{array}{r} 38.6 \\ 39.0 \\ +0.4 \\ \hline 39.0 \end{array}$	76-03+1329.2 $\begin{array}{r} 66.5 \\ 66.5 \\ +0.0 \\ \hline 66.5 \end{array}$	0.4	
T-road Int.	T-31 M-31	36-50+1093.8 $\begin{array}{r} 54.7 \\ 55.15 \\ +0.45 \\ \hline 55.6 \end{array}$	76-04+1043.7 $\begin{array}{r} 52.2 \\ 52.7 \\ +0.5 \\ \hline 53.2 \end{array}$	0.45	
T-road Int.	T-32 M-32	36-50+835.1 $\begin{array}{r} 41.8 \\ 42.0 \\ +0.2 \\ \hline 42.0 \end{array}$	76-03+1049.1 $\begin{array}{r} 52.5 \\ 52.7 \\ +0.2 \\ \hline 52.9 \end{array}$	0.3	
Center of Highway and bridge over River	T-33 M-33	36-50+872.4 $\begin{array}{r} 43.6 \\ 44.2 \\ +0.6 \\ \hline 44.8 \end{array}$	76-05+634.8 $\begin{array}{r} 33.7 \\ 33.8 \\ +0.1 \\ \hline 33.8 \end{array}$	0.7	
X-road Int.	T-34 M-34	36-50+903.1 $\begin{array}{r} 45.2 \\ 45.6 \\ +0.4 \\ \hline 46.0 \end{array}$	76-02+1377.0 $\begin{array}{r} 68.9 \\ 69.1 \\ +0.2 \\ \hline 69.1 \end{array}$	0.4	
Y-road Int.	T-35 M-35	36-50+1210.5 $\begin{array}{r} 60.9 \\ 61.4 \\ +0.2 \\ \hline 61.6 \end{array}$	76-02+655.8 $\begin{array}{r} 32.8 \\ 33.4 \\ +0.6 \\ \hline 33.4 \end{array}$	0.6	
X-road Int.	T-36 M-36	36-50+887.7 $\begin{array}{r} 49.9 \\ 50.1 \\ +0.2 \\ \hline 50.1 \end{array}$	76-01+403.1 $\begin{array}{r} 21.8 \\ 21.9 \\ +0.1 \\ \hline 21.9 \end{array}$	0.2	

Approved and forwarded by

Submitted by

*F. L. Gallen*

F. L. Gallen  
Chief of Party

*J. R. Fish*

J. R. Fish  
Lieut. Comdr., U.S.C. & G.S.



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED }  
TO BE DELETED } STRIKE OUT ONE

## LANDMARKS FOR CHARTS

Suffolk, Virginia

Chart Letter — 382, 1944

June 9 1944

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(detached from)~~ the charts indicated.

The positions given have been checked after listing.

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.



## LANDMARKS FOR CHARTS

Chart Letter — 382, 1944

Suffolk, Virginia

June 12, 1944

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

The positions given have been checked after listing.

*Chief of Party.*

T. L. Gallen

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

## Remarks

## Decisions

1		USOB
2		368762 "
3		
4		368763
5		Railway Guide
6		"
7		"
8		"
9		"
10		"
11		"
12		
13		Road Maps
14		"
15		"
16		"
17		
18		
19		
20		367762
21		367763
22		367762
23		"
24		"
25		"
26		"
27		"



# GEOGRAPHIC NAMES

Survey No. T-8296

NORFOLK SOUTH quadrangle

1	Name on Survey	A	B	C	D	E	F	G	H	K	
✓	Virginia ✓	✓									1
✓	Norfolk ✓ (independent city)	✓									2
✓	Norfolk County ✓	✓									3
✓	Elizabeth River ✓	✓									4
✓	Norfolk Southern RR ✓	✓									5
✓	Norfolk and Western Ry ✓	✓									6
✓	Virginian Ry ✓	✓									7
✓	Seaboard Air Line Ry ✓	✓									8
✓	Southern Ry ✓	✓									9
✓	Atlantic Coast Line RR ✓	✓									10
✓	Norfolk and Portsmouth Belt Line (RR) ✓	✓									11
✓	Districts of Western Branch Point, Washington, Deep Creek ✓	✓									12
✓	U.S. No. 17 ✓	✓									13
✓	U.S. No. 58 ✓	✓									14
✓	U.S. 460/ Va. No. 13 ✓	✓									15
✓	Va. Nos. 166, 170, 287 ✓	✓									16
											17
	The names of the churches, schools and similar institutions shown on Field Edit Sheet of this quadrangle have not been listed.										18
											19
✓	Maine Creek ✓	✓									20
✓	Deep Creek ✓	✓									21
✓	Hodges Creek ✓	✓									22
✓	Dozier Corner ✓	✓									23
✓	Newton Creek ✓	✓									24
✓	Mildam Creek ✓	✓									25
✓	Buell ✓	✓									26
✓	Portlock ✓	✓									27

T-8296

2

Remarks

Decisions

1		367762
2		"
3		"
4		"
5		"
6		" USGB
7		368762 "
8		" "
9	Pending with USGB	"
10		"
11		"
12		"
13	Formerly a part of Portsmouth Navy Yard	"
14	"Naval Reservation"	368763
15		368762
16	Now a Naval reservation	"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

# GEOGRAPHIC NAMES

Survey No. T- 8296

GEOGRAPHIC NAMES											
Survey No. T- 8296											
Name on Survey		On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
2		A	B	C	D	E	F	G	H	K	
✓	East Portlock ✓									1	
✓	atough Raleigh Heights ✓									2	
✓	Providence Junction ✓									3	
✓	South Hill ✓									4	
✓	Edmunds Corner ✓									5	
✓	Paradise Creek ✓									6	
✓	Gilligan Creek ✓									7	
✓	Jones Creek ✓									8	
✓	West Munden ✓									9	
✓	Providence Road ✓									10	
✓	Avalon ✓									11	
✓	South Norfolk ✓ (independent city)									12	
	Back Creek not shown									13	
	U.S. Navy Yard ✓									14	
✓	Carolina Junction ✓									15	
	St. Helena ✓									16	
✓	Southern Branch ✓									17	
✓	Spotico Creek ✓									18	
✓	Pescara Creek ✓									19	
✓	Berkley ✓									20	
✓	East Fairmount ✓									21	
✓	Campostella ✓									22	
✓	Campostella Bridge ✓									23	
✓	Steamboat Creek ✓									24	
✓	Newtown Park ✓									25	
	Indian River Road (very little if any here)									26	
✓	Chesterfield ✓									27	

T-8296

3

Remarks

Decisions

1		369763	USGB
2		368762	
3		"	
4		"	
5		"	
6		"	
7		368763	
8		"	
9		"	
10		"	USGB
11		"	
12		"	
13		"	
14		"	
15		"	
16		"	
17		"	
18		"	
19		"	
20	Pending with USGB	"	
21		"	
22		"	USGB
23		"	
24		"	
25	Pending with USGB	368764	
26	" "	367763	
27		368763	



# GEOGRAPHIC NAMES

Survey No. T-8296

3	Name on Survey	On Chart	On previous survey	On U. S. quadrangle	From local	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
		No.	No.	Maps	information					
✓	Lafayette River ✓	✓								1
✓	Ohio Creek ✓	✓								2
✓	Mahones Canal ✓	✓								3
✓	Eastern Branch ✓	✓								4
✓	Town Point ✓	✓								5
✓	Smith Creek ✓	✓								6
✓	Atlantic City ✓	✓								7
✓	Tarrant Creek ✓	✓								8
✓	Lambert Creek ✓	✓								9
✓	Lambert Point ✓	✓								10
✓	Kingman ✓	✓								11
✓	Lake Kingman ✓	✓								12
✓	Levett Point ✓	✓								13
✓	West Norfolk ✓	✓								14
✓	West Norfolk Bridge ✓	✓								15
✓	Western Branch ✓	✓								16
✓	Lilly Creek ✓	✓								17
✓	Pinehurst ✓	✓								18
✓	Churchland Bridge ✓	✓								19
✓	Glenshallow ✓	✓								20
✓	Waterview ✓	✓								21
✓	Westhaven ✓	✓								22
✓	Baines Creek ✓	✓								23
✓	Alexanders Corner ✓	✓								24
✓	Old Suffolk Road ✓	✓								25
✓	New Suffolk Road ✓	✓								26
✓	Grove Park ✓	✓								27

Remarks.

Decisions

1		368763
2		" USGB
3		"
4		" USGB
5		"
6		"
7		"
8		"
9		"
10		367763
11		" USGB
12		" "
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		
23		
24		
25		
26		
27		

# GEOGRAPHIC NAMES

Survey No. T-82946

4	Name on Survey	A	B	C	D	E	F	G	H	K	
✓	Portsmouth	✓	✓	(independent city)							1
✓	Hull Creek	✓	✓								2
✓	Port Norfolk	✓	✓								3
✓	Pinner Point	✓	✓								4
✓	Scott Creek	✓	✓								5
✓	Hospital Point	✓	✓								6
✓	U.S. Naval Hospital	✓	✓								7
✓	Highland Park	✓	✓								8
✓	South Highland Park	✓	✓								9
✓	Creddock	✓	✓								10
✓	Blows Creek	✓	✓								11
✓	St. Julian Creek	✓	✓								12
✓	Ammunition Depot	✓	✓								13
✓	Deep Creek Boulevard	✓	✓								14
✓	Shell Road	✓	✓								15
✓	Money Point	✓	✓								16
✓	Gilmerton	✓	✓								17
✓	Gilmerton-Deep Creek Canal (Abd.)	✓	✓								18
✓	Deep Creek	✓	✓	(village)							19
✓	Yadkin	✓	✓								20
✓	Dismal Swamp	✓	✓								21
											22
											23
											24
											25
											26
											27

Names underlined in red approved

by W. H. Hark on 6/21/44

M 234

Names underlined in red approved  
by L. H. Hecox on 6/21/44

## RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

### Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.

published quadrangle at 1:20,000 scale  
Black and white cloth-mounted copy of the map manuscript. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries, woodland, marsh, and swamp limits~~, refer to the published quadrangle for the finally adopted ~~positions, outlines.~~

Descriptive Report.

Division.

Filed in the Photogrammetric Section—Surveys Branch

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing Unit Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.



Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T. Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

## DIVISION OF CHARTS

### SURVEYS BRANCH

#### REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8296

#### NORFOLK SOUTH QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

#### Horizontal and Vertical Accuracy

A horizontal accuracy test was run in this quadrangle and found to be satisfactory. See the files in the Division of Photogrammetry.

A vertical accuracy test was run in this quadrangle and found to be satisfactory. See Item 48 in the Field Edit Report enclosed in this Descriptive Report.

#### Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

This manuscript was not compared with any previous topographic maps during review. However it was compared during registration and supersedes all previous surveys. See the other side of this page for the list of previous surveys.

#### Comparison with Nautical Charts Nos. 452 & 830

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

This map manuscript was partially applied to the above charts at the time of review.

Previous Surveys

T-498	1:20,000	1853
T-506	1:10,000	1856
T-850	1:2500	1862
T-1352	1:10,000	1874
T-1449a	1:10,000	1882
T-1449b	1:10,000	1882
T-1659	1:20,000	1884
T-3249	1:10,000	1912
T-3396	1:5,000	1915
T-3773	1:10,000	1919
T-3773a	1:10,000	1919
T-4491	1:10,000	1929-30

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed June 17, 1944 By S. Evans  
under direction of D. H. Benson (per D.H.)

Inspected by B. G. Jones B.G. Jones 6/46.

Examined and approved:

K.T. Adams  
Chief, Surveys Branch  
Division of Photogrammetry

Chief, Topography Section

Robert W. Knox  
Chief, Div. of Charts  
Nautical Chart Branch

Raymond E. Gorman  
Chief, Div. of Coastal  
Surveys

## NAUTICAL CHARTS BRANCH

SURVEY NO. T-8296

Review 6-17-44

### Record of Application to Charts

[illegible]

**M-2168-1**

**A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.**